

FLORIDA HIGHWAYS



Vol. V

FEBRUARY, 1928

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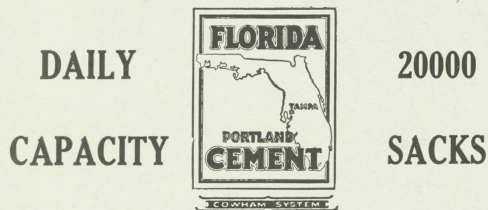
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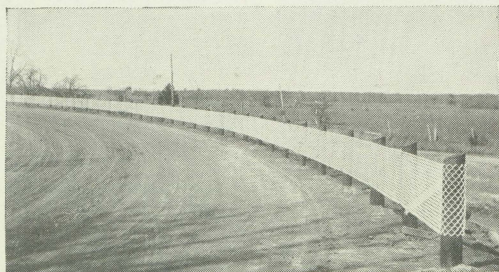
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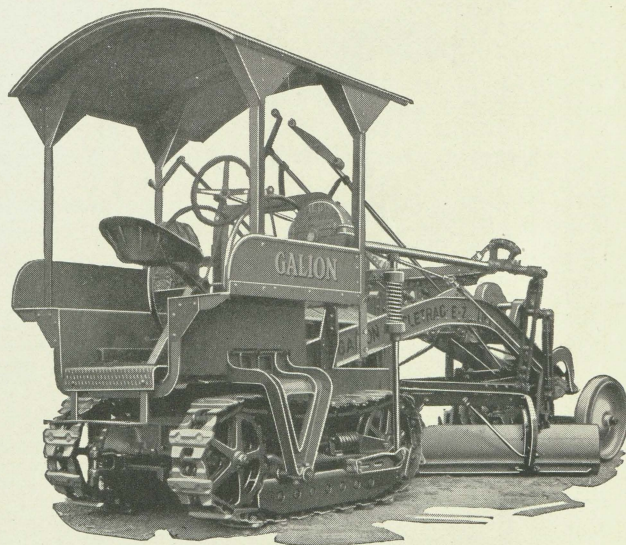
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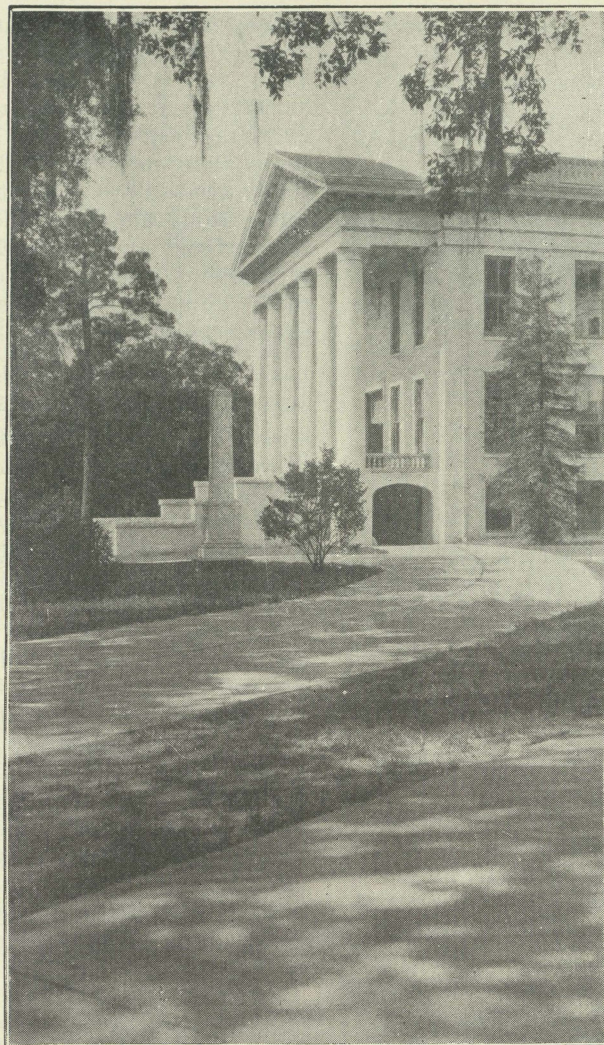
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F L O R I D A

Vol. V
No. 2



H I G H W A Y S

FEBRUARY,
1928

State Roads Numbers Six, Seven and Eight

Prepared by the Office Engineer and the Editor

We resume this month the series of articles on the roads of the primary or preferential State System, and the present article will deal briefly with Roads numbers six, seven and eight. The roads are thus combined because only a short portion of road six is in the primary system, and the entire extent of road seven is only forty-two miles, while the mileage of road eight is considerably less than any of the roads with which we have heretofore dealt in a single article.

ROAD SIX

Route and Location

The definition of State Road No. 6 as found in the legislative act designating the State system, is as follows:

"Road No. 6. Extending from the Alabama State Line south of Dothan, to Port St. Joe, via Campbellton, Marianna, Altha, Blountstown, Scotts Ferry and Wewahitcha."

That portion of the road from the Alabama State line to Marianna is included in the Federal Seven

Per Cent System, which automatically gives it status as a preferential road. See Chapter 10,269 (No. 247), Laws of Florida, Acts of 1925. This particular stretch of the road passes through a beautiful section of Jackson County agricultural lands, acknowledged to be some of the finest farm lands in Florida.

Status of the Road

From Marianna north to the Alabama state line, being as has been stated, one of the preferential roads, a standard sand-clay road was first constructed, and during the year 1927 the Department completed it as a surface-treated sand-clay project, so that it is paved for the entire distance, 19.3 miles. It forms a link in that Federal Highway which is designated as United States Highway No. 231 which extends from Montgomery, Alabama, to Marianna, Florida.

From Marianna south to Port St. Joe the Department some years ago constructed a fair sand-clay road and latterly there has been built a surface treated lime-rock base from Port St. Joe north seven

miles to the government canal. All of the road, of course, is under state maintenance.

This route leads to one of the great hunting and fishing sections of the State, and in addition to its service to the people along the way, and its usefulness as an outlet for the section for business and commercial purposes, it sees yearly a great traffic by those seeking hunting and fishing and recreation. It passes, too, through the enterprising counties of Calhoun, Liberty and Gulf, and much of the distance follows the route of the rich and fertile Apalachicola river valley.

ROAD SEVEN

Route and Location

This is the shortest of all the roads in the primary State system. Other roads have, it is true, primary sections which are shorter, as for instance the primary section of Road 6, just described. But the entire distance of this road is but forty-two miles. Strangely enough, it also requires but three additional miles in Alabama to make the entire extent of the Federal Highway of which it is a part, namely, United States Highway No. 331 from Flomaton, Alabama, to Pensacola. The statute designates this road, as follows:

"Road No. 7. From Pensacola to Alabama State Line at (near) Flomaton."

But if this is a short road, and a link in one of the shortest of all the Federal Highway Routes, it is nevertheless of tremendous importance, for at Flomaton, Alabama, it connects with Federal Highway No. 31 which has its northern terminus at Mackinaw, Michigan, and therefore furnishes a direct route from that point to Pensacola, where, connecting with State Road 1 it finds entry to all of Florida from the middle west.

Status of the Road

The status of this road can be described in a sentence. It is a finished standard concrete highway for its entire distance, and the concrete construction continues over the Alabama State line to Flomaton. Of this road, the State Road Department constructed fifteen miles, and the remainder was built by the County of Escambia on standard State specifications. The whole road, of course, is under State maintenance.

ROAD EIGHT

Route and Location

We come now to treat of a great trans-state road, and, incidentally, for much of its distance, one of the most beautiful roads of the State, Road No. 8. The statutory designation of the road is as follows:

"Road No. 8. Extending from Haines City to Fort Pierce, via Lake Wales, Frostproof, Avon Park, Sebring, DeSoto City, Lake Annie and Okeechobee City."

It will be recognized at once that this road traverses what is known as the "Scenic Highlands of Florida" or the "Ridge Section" between Haines City and Lake Annie, and Florida offers nothing greater in the way of scenic beauty than can be found along this route. Over hill, through valleys, overlooking myriad and sparkling lakes, the road affords one delight after another. And at its terminus at Fort

Pierce, there breaks upon the delighted eye of the traveler, the majestic beauty of the Indian River. Truly, this is a route of beauty triumphant and revealed. And this does not take into account the charming aspect of the many little inland cities found along its route. It has another surprise before it reaches the terminus at Fort Pierce, for, between Lake Annie and Fort Pierce it skirts or traverses the northern end of the Everglades, that famed and tremendous swamp and overflowed portion of the State which is being drained to add still another great area to Florida's productiveness.

Status of the Road

From Haines City to Frostproof, Polk County constructed a sand asphalt road on a clay base. The State Road Department has constructed rock shoulders on this stretch and has surface-treated the whole road. From Frostproof to Avon Park there is a standard sheet asphalt highway constructed by the State of a length of 10.71 miles.

At Avon Park, County-built pavement is again encountered which extends to near Josephine Creek. At the latter point, and extending to near Lake Stearns the State Road Department has paved a five-mile section. From the end of this section, the road is county-paved to Lake Annie.

The term "county-built" or "county-paved", as used in the last paragraph is intended to indicate construction by the County of Highlands, and the State Road Department at its meeting in January agreed to take over for State-maintenance all that portion of Road 8 which was constructed by this county and which has been, and is, in use as a portion of the road.

From Lake Annie to within approximately six miles of Fort Pierce, there is a standard rock-base, surface-treated road wholly constructed by the Department according to its specifications, its extent being 54.77 miles. Across the Kissimee River, the only considerable stream on the road, the Department has built a large timber bridge of a length of 3,125 feet which includes a steel swing span.

As an accompaniment to what is here offered, we have included in this issue, a number of views on the roads which have been discussed. But as attractive as they are, they give no real indication of the beauty of the country traversed—the photographs, as is usually the case, were taken mainly for the purpose of showing the road construction itself, and the surrounding beauty is apparently incidental.

Windfall.

An honest speeder had just hit a dog and had returned to settle his damages, if possible. He looked at the dog a moment and addressed the man with a gun.

"Looks as if I'd killed yer dog."

"Certainly looks that way."

"Very valuable dog?"

"Not very."

"Will five dollars be enough?"

"Well—I guess so."

"Sorry to have broken up your hunt," said the motorist pleasantly as he handed the owner a crisp five-dollar bill.

"I wasn't going hunting—jest going out in the woods to shoot the dog."—Tawney Kat.

Transactions at Quarterly Meeting of the State Road Department, Held at Tallahassee, January 19th, 1928

THE first quarterly meeting of the State Road Department of the State of Florida for the year 1928 was held at its offices in Tallahassee, January 19th, 1928, with the following members present: F. A. Hathaway, Chairman; E. P. Green, W. J. Hillman, J. H. Bayliss and I. E. Schilling. J. L. Cresap, State Highway Engineer; B. A. Meginniss, Attorney for the Department; W. P. Bevis, Secretary, and H. J. Morrison, Highway Engineer, for the United States Bureau of Public Roads, were also in attendance.

The minutes of the last quarterly meeting were read, and on motion duly approved.

Report of Chairman

The Chairman submitted his regular report of the operations of the Department since the last quarterly meeting.

Charlotte County—Road 5

Messrs. C. A. Waltmire, H. E. Cowling, C. K. Dodd, J. C. Holson, Jr., W. L. Johnson and Carl Hargraves appeared before the Department with reference to the proposed bridge across Charlotte Harbor on Road 5.

The Chairman informed this delegation that progress is being made toward placing this bridge under construction; that it will be placed in the budget, soundings and preliminary surveys having been made.

Lee County—Road 5

Messrs. J. E. Morris, Geo. Hosmer, Clinton Bolick, Abel Coult, John Bohring, Henry Colquist, Howard Wheeler, H. L. Laramore, Ora Chapin, E. A. Bishoff, J. W. McWilliams and R. E. Watkins appeared before the Department with reference to the construction of the bridge across Caloosahatchee River on Road 5, in Lee County.

The Chairman informed the delegation that plans and specifications for the construction of this bridge are being prepared and application for permit has been made to the War Department, and that the Department expects to advertise for bids on this bridge in April.

Dade County—Road 26

Messrs. Cecil Watson, R. B. Gautier and Robert Pentland, of Dade County, appeared before the Department requesting that the construction of the extension of Road 26 be commenced as early as possible. These gentlemen also submitted a resolution of the City Commission of Miami and Miami Beach and of the Retail Merchants Association of Miami. They requested that surveys be made.

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

Resolved, that the Chairman be authorized to have a survey made of that portion of Road No. 26 from Miami to the intersection of Road No. 25 at or near Clewiston.

Alachua County—Road 49

Mr. E. G. Spencer, of Alachua, presented a petition to the Department, requesting that State Road

No. 49 in Road and Bridge District No. 5, be surveyed and located.

On motion of Mr. Hillman, seconded by Mr. Green, the following resolution was adopted:

Be it resolved, that the Chairman be authorized to have survey made of that portion of Road No. 49 in Road and Bridge District No. 5 of Alachua County, and to make the location of same.

Highlands County—Road 8

L. C. Pearce, Chairman Board of County Commissioners, and J. M. Lee, Representative, of Avon Park, presented to the Department a request that that portion of Road No. 8 in Highlands County, which was constructed by the county and which has been used as a portion of State Road No. 8 be taken over for maintenance by the State. These gentlemen were informed that maintenance of this road will be placed in the 1928 budget, and that a maintenance crew will be placed on the same within the next two months.

Indian River County—Road 30—Vero to Kissimmee River

A delegation from Indian River County, composed of Messrs. R. D. Carter, Jas. Voscelles and D. C. Cox presented to the Department a proposal to turn over State Road No. 30 to the Department for completion and to supply for that purpose \$200,000.00 of bonds and \$20,000.00 cash.

The delegation was advised that the Department would have no legal right to supplement these moneys with State funds, and the amount offered being insufficient for the purpose, the Department could not accept the same.

Burning Fences on Road No. 19

Messrs. W. T. Hendry of Perry, and E. M. Hendry appeared before the Department with further reference to the claim of property owners along State Road No. 19, whose fences it was alleged had been burned by fire originating from one of the Department's convict camps.

Upon motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

Resolved, that the Department furnish sufficient wire to replace the fences of the three property owners making claim, as shown by the files; the work of erection, however, to be performed by and at the expense of such property owners.

Taylor County—Roads 19, 5A and 35

A delegation from Taylor County, consisting of W. T. Hendry, W. L. Weaver, J. H. Scales and C. E. Jackson, presented to the Department the following requests for the year 1928:

That Road 19, from Tallahassee via Perry to Carbur be paved during the current year; that the Department take over for maintenance the ten-mile stretch of said road between Steinhatchee River and Salem; that Road 5A between Fenholloway and the

(Turn to page five)



Florida Highways

Published Monthly

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(*Official Residence, Tallahassee.*)

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W. J. HILLMAN, *Live Oak*

J. HARVEY BAYLISS, *Pensacola*

I. E. SCHILLING, *Miami*

WALTER P. BEVIS, *Tallahassee, Secretary*

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G. L. Derrick, Tallahassee.....	Bridge Engineer
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Harvey A. Hall, Gainesville.....	Testing Engineer
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Henry Wilson, Punta Gorda.....	Div. Engr.—7th Div.
Counties—Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Sarasota.	

Auditing Division

S. L. Walters, Tallahassee.....	Auditor
---------------------------------	---------

B. A. Meginniss, Attorney for the Department,
Editor and Business Manager.

Volume V February, 1928 Number 2

EDITORIAL

THE TAMiami TRAIL

For the last several months, as our "constant readers" will have observed, we have been presenting with each issue some one of the primary or preferential roads. And it seemed logical, as we announced at the outset, to take them up in numerical order.

Next month, however, we purpose varying this plan by taking up, out of its order, a presentation of State Road No. 27, a link in the great Tamiami Trail. We are doing this because it has just been announced by the Chairman of the Department that this road will be opened for traffic on April 25th, and will be made the occasion for a great celebration fostered by the counties and cities along the trail.

It is doubtful if any road constructed by the State has aroused the wide public interest which attaches to the building of Road 27, or the Tamiami Trail. Inquiries come to us from every section of the United States for information as to this trans-state highway. The unusual problems attending its construction, and the fact that it stretches through the great Everglades, usually regarded as impenetrable, seem to have caught the popular fancy of the people of the United States.

Accordingly, in our March issue, and in advance of the opening of the Trail to traffic, it seems logical to concentrate on this highway at this time. The Tamiami Trail, of course, as the name implies, is the highway connecting Tampa on the west coast, with Miami, on the east coast, and road 27 with which we shall deal, and which will be opened in April, is that sector of the Tamiami Trail between Miami and Fort Myers. It is unnecessary, perhaps, to add that it is included in the Federal Seven Per Cent system and is accordingly a United States Highway.

COST VS. VALUE

My friend Jinks says he is against a paving program because the cost of hard-surfacing is too high. He has been told that a mile of paving costs about three times as much as he paid for his home, and he thinks it is outrageous.

I reminded him that his license to hunt pheasants for three days cost him about three times as much as he paid the preacher who married him. Jinks says this proves nothing at all. Which is just the point I wish to make.

Costs should be estimated in relationship to the matter purchased, not to other costs.

When it is proposed to hard-surface a road, one does not arrive at any logical conclusion by asking: "Will a mile of road cost as much as an 80-acre field?" "Will it cost more than a tractor or a threshing outfit?" The only terms in which to figure the price of a road is in the use of the road, or in transportation costs.

Road improvement is not based on ethical theory evolved out of inner consciousness, nor on political allegiance. It is a matter of simple arithmetic and business judgment. The cost of motor operation has been determined for various types of roads. When there is enough traffic so that the difference in the operating costs equal the price of the surfacing, the only economical course is to decrease costs by improving the road.—Nebraska Highways.

Transactions at Quarterly Meeting of the State Road Department

(Continued from page three)

Lafayette County line be taken over for State maintenance, and that the Department place a force of convicts on Road 35 from the Madison County line to Perry.

The gentlemen were informed that their requests would be taken into consideration, and the Chairman stated that he will recommend that the ten-mile stretch of Road 19 between Steinhatchee River and Salem, be taken over for maintenance.

Palm Beach County—Road 4—Boynton

Messrs. Kenyon Riddles, Harry Benson and E. L. Winch submitted to the Department a request that the amount paid by the Town of Boynton for the construction of State Road No. 4 through said town be refunded to the municipality.

On motion of Mr. Schilling, seconded by Mr. Bayliss, the following resolution was adopted:

Resolved, that the request as outlined above be referred to the Attorney for the Department for his opinion as to whether the same can legally be granted.

DeSoto County

A telegram from C. E. McRae, Chairman Board of County Commissioners of DeSoto County, addressed to Hon. E. P. Green, member of the Department, was submitted in which the request was made that a maintenance crew be placed on the road from Arcadia to Punta Gorda.

Election of Officers

On motion of Captain Hillman, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Resolved, that F. A. Hathaway be, and he is, hereby elected as Chairman of the State Road Department for the year 1928.

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

Resolved, that W. P. Bevis be, and he is, hereby elected Secretary of this Department for the year 1928.

On motion of Mr. Bayliss, seconded by Mr. Green, the Department adjourned until 2 o'clock P. M.

Afternoon Session

Present as at morning session.

AWARDS OF CONTRACTS

Project 61 A—Road 1—Gadsden County

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was adopted:

The Department having carefully considered the bids received on January 10th, 1928, for the construction of a concrete surface on the above project, and having determined that M. C. Winterburn, Inc., of Jacksonville, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of M. C. Winterburn, Inc., in the sum of \$213,838.98 be, and the same is hereby accepted and the contract therefor be, and the same is hereby awarded to said firm.

Project 61 C—Road 1—Gadsden County

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for the construction of a concrete surface on the above project, and having determined that Morgan-Hill Paving Company of Jacksonville, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of Morgan-Hill Paving Company in the sum of \$222,346.65 be, and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 764 B—Road 50—Suwannee County—Overhead Crossing

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for the construction of the overhead crossing on the above project, and having determined that Sutton Brothers of Jacksonville, are the lowest responsible bidders therefor, Now Therefore,

Be It Resolved, that the bid of Sutton Brothers in the sum of \$17,312.57 be, and the same is hereby accepted and the contract therefor be, and the same is hereby awarded to said firm.

Project 677 D—Road 13—Levy County

On motion of Mr. Schilling, seconded by Captain Hillman, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for the construction of timber bridges on the above project, and having determined that General Construction Company of Tampa, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of General Construction Company in the sum of \$39,091.80 be, and the same is hereby accepted, and the contract therefor be and the same is hereby awarded to said firm.

Project 55 B—Road 14—Alachua County

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for the construction of timber bridges on the above project, and having determined that Sutton Brothers, Jacksonville, are the lowest responsible bidders therefor, Now Therefore,

Be It Resolved, that the bid of Sutton Brothers in the sum of \$49,388.34 be, and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 710 B—Road 17—Hillsborough County

The Department having under consideration the bids received January 10th, 1928, for the construction of bridges on the above project, Mr. H. N. Kirkman of Luten Bridge Company, appeared before the Department with reference to his bid on same.

Mr. J. H. McBath of St. Petersburg, likewise appeared before the Department with reference to the bid submitted by him, and stated that he had figured too low and requested permission to withdraw his bid.

This request was supplemented by a letter signed by Mr. McBath.

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

Resolved, that J. H. McBath be permitted to withdraw his bid on the above project, it appearing that the same is lower than the amount at which the improvement can be constructed.

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10th, 1928, for the construction of bridges on the above project, and having determined that Frost Construction Company of Tampa is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of Frost Construction Company of Tampa, in the sum of \$49,795.60 be, and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 827—Ferry Pass Road—Between Escambia Bay Bridge and Pensacola, Escambia County

The Department having under consideration bids received January 10, 1928, for the construction of the above project, and it appearing that the bid submitted by Silas Gibson is irregular, in that said bidder neglected to include the bid on the necessary item of overhaul, on motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was adopted:

Resolved, that the bid of Silas Gibson submitted for the construction of the above project is deemed and hereby declared irregular.

On motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received for clearing, grubbing and grading and the sand clay surface on the above project, and having determined that S. G. Collins, Milton, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of S. G. Collins in the sum of \$45,512.09 be, and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 710 A—Road 17—Hillsborough County

On motion of Mr. Green, seconded by Mr. Bayliss, the following resolution was adopted:

The Department having carefully considered the bids received on January 10th, 1928, for clearing, grubbing and grading and the necessary drainage structures on the above project, and having determined that Franklin Construction Company of Apalachicola, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of Franklin Construction Company in the sum of \$35,083.71 be, and the same is hereby accepted, and the contract therefor be and the same is hereby awarded to said firm.

Project 710—Road 17—Hillsborough County

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for clearing, grubbing, grading and necessary drainage structures on the above project, and having determined that E. F. Powers Construction Company of West Palm Beach,

is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of E. F. Powers Construction Company in the sum of \$86,477.69 be, and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 724—Road 66—Leon County

The Department having under consideration the bids received January 10, 1928, for the construction of the above project, a verbal request was received from the County Commissioners of Leon County requesting that all bids be rejected and that the County be permitted to do this work under State supervision. This verbal request was supplemented by a written request of said County Commissioners; whereupon, on motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was adopted:

Resolved, that the request of the Leon County Commissioners as outlined be and the same is hereby granted, and all bids received for the construction of the above project be and they are hereby rejected.

Project 707—Road 43—Leon County

The Department having under consideration the bids received January 10, 1928, for the construction of the above project, a verbal request was received from the County Commissioners of Leon County requesting that all bids be rejected, and that the County be permitted to do this work under State supervision. This verbal request was supplemented by a written request of said County Commissioners, whereupon, on motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was adopted:

Resolved, that the request of the Leon County Commissioners as outlined be and the same is hereby granted and all bids received for the construction of the above project be and the are hereby rejected.

Project 697—Road 1—Escambia County—Approach to Perdido River Bridge

On motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for construction of a sand clay surface and approach to Perdido River Bridge on the above project, and having determined that Edward M. Chadburne, Pensacola, is the lowest responsible bidder therefor, Now Therefore,

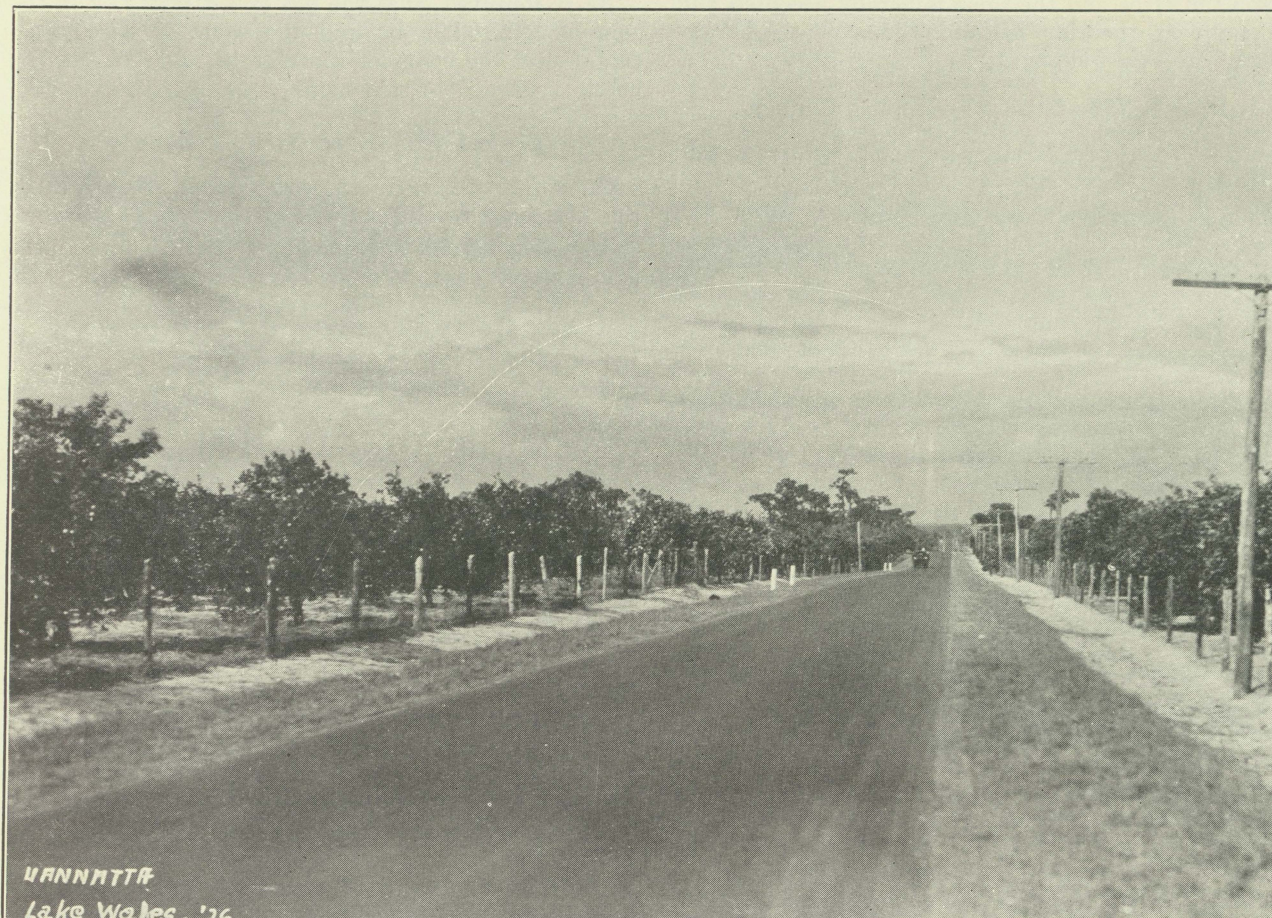
Be It Resolved, that the bid of Edward M. Chadburne in the sum of \$875.00 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said bidder.

Project 697—Road 1—Surface on Perdido River Bridge

On motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for the construction of a bituminous concrete surface, Topeka type, on the above project, and having determined that Edward M. Chadburne of Pensacola, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of Edward M. Chadburne in the sum of \$2,217.05 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said bidder.



Project 562-B, On Road No. 8, Between Frostproof and Avon Park

Project 669 X—Road 27—Collier County

On motion of Mr. Schilling, seconded by Mr. Bayliss, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for the construction of surface treatment on the above project, and having determined that Phoenix Asphalt Paving Co., of Ft. Lauderdale, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of Phoenix Asphalt Paving Company in the sum of \$26,195.25 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 695—Road 2—Lake County

The Department having under consideration the bids received January 10, 1928, for the construction of the above project, and it appearing that the bid of T. B. McGahey Paving Company of Miami, is irregular in that said firm submitted its bid upon condition that it be awarded the contract as well for another project, on which latter project, however, it is not the low bidder; on motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

Resolved, that the bid of T. B. McGahey Paving Company of Miami, for the construction of the above project be and the same is hereby declared irregular.

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the

bids received on January 10, 1928, for the construction of a surface treated lime rock base on the above project, and having determined that Rutherford Construction Company of Lake Wales, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of Rutherford Construction Company in the sum of \$42,720.07 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 743—Road 10—Bay County—Bridges

The Department having under consideration the bids received on January 10, 1928, for the construction of the above project and it appearing to the Department that the bids submitted are too high, on motion of Mr. Schilling, seconded by Mr. Green, the following resolution was adopted:

Resolved, that all bids submitted on January 10th for the construction of the above project be and the same are hereby rejected.

Project 755—Road 17—Polk County

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for clearing, grubbing, grading and necessary drainage structures on the above project, and having determined that B. Booth of Green Cove Springs, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of B. Booth in the sum

of \$53,198.97 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said bidder.

Project 736—Road 39—Holmes County

On motion of Mr. Bayliss, seconded by Mr. Green, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for clearing, grubbing, grading and necessary drainage structures on the above project, and having determined that C. G. Kershaw Construction Company of Birmingham, Alabama, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of C. G. Kershaw Construction Company in the sum of \$40,998.12 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm, provided, however, that before said contract is entered into Holmes County shall turn over or make satisfactory arrangements for turning over to the Department, the necessary funds for the construction of same.

Project 709—Road 30—Holmes County

On motion of Mr. Bayliss, seconded by Mr. Green, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for clearing, grubbing, grading and necessary drainage structures on the above project, and having determined that C. G. Kershaw Construction Company of Birmingham, Alabama, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of C. G. Kershaw Construction Company in the sum of \$44,483.38 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm, provided, however, that before said contract is entered into Holmes County shall turn over or make satisfactory arrangements for turning over to the Department, the necessary funds for the construction of same.

Project 732—Road 17—Polk County

On motion of Mr. Green, seconded by Mr. Bayliss, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for clearing, grubbing, grading and necessary drainage structures on the above project, and having determined that Gilbert & Hadsock of Newberry, are the lowest responsible bidders therefor, Now Therefore,

Be It Resolved, that the bid of Gilbert & Hadsock in the sum of \$51,888.42 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 758—Road 2—Polk County

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for clearing, grubbing, grading and necessary drainage structures on the above project, and having determined that Little & Lee of Orlando, are the lowest responsible bidders therefor, Now Therefore,

Be It Resolved, that the bid of Little & Lee in the sum of \$42,163.95 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 757—Road 2—Polk County

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for clearing, grubbing, grading and necessary drainage structures on the above project, and having determined that Little & Lee of Orlando, are the lowest responsible bidders therefor, Now Therefore,

Be It Resolved, that the bid of Little & Lee in the sum of \$57,741.98 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 677 D—Road 13—Levy County

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

The Department having carefully considered the bids received on January 10, 1928, for the construction of a surface treated lime rock base on the above project, and having determined that Duval Engineering & Contracting Company of Jacksonville, is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of Duval Engineering & Contracting Company of Jacksonville, in the sum of \$100,336.69 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Project 683 A—Road 4—Palm Beach County

On motion of Mr. Schilling, seconded by Mr. Bayliss, the following resolution was adopted:

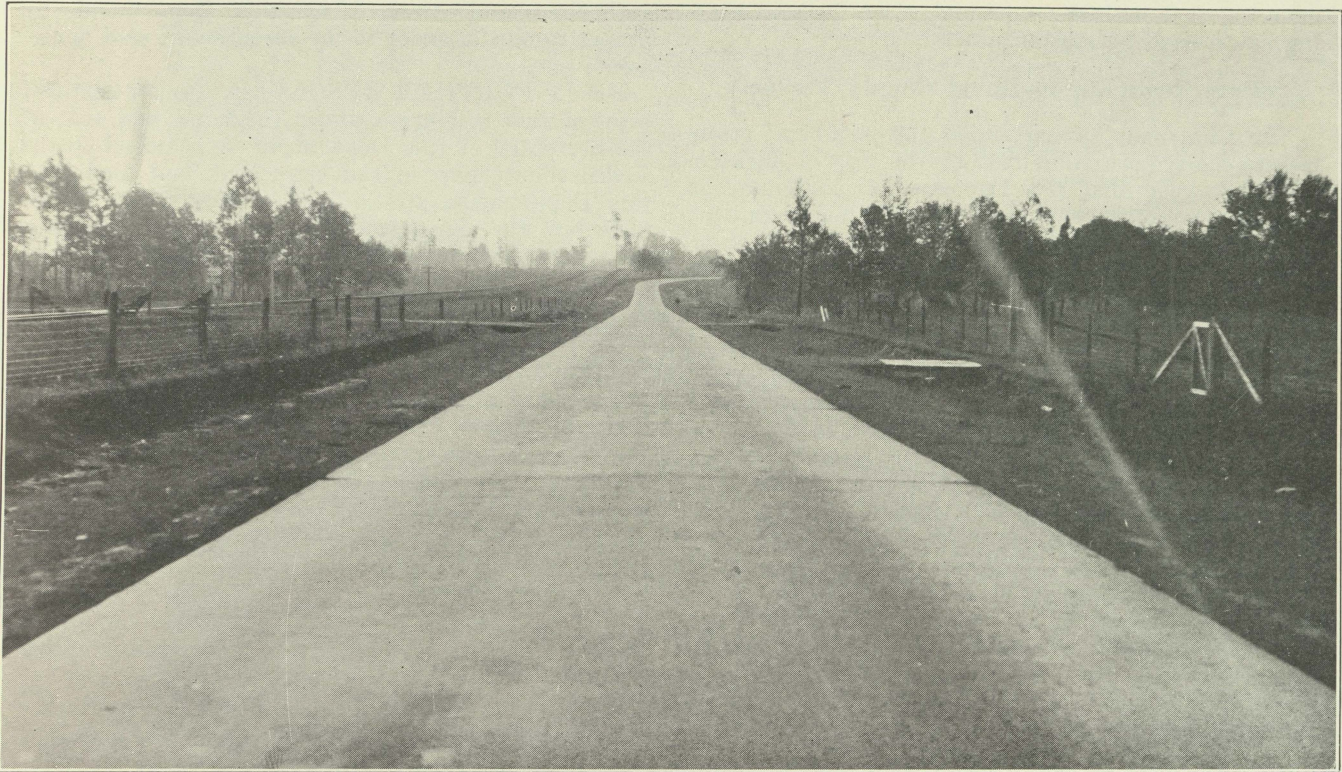
The Department having carefully considered the bids received on January 10, 1928, for clearing, grubbing, grading and necessary drainage structures and concrete surface on the above project, and having determined that Robt. G. Lassiter Paving Company of West Palm Beach is the lowest responsible bidder therefor, Now Therefore,

Be It Resolved, that the bid of Robt. G. Lassiter Paving Company in the sum of \$240,908.50 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Projects 780-781-782—Road 29—Okeechobee County

The Department heard Mr. Baker, representative of A. S. Elliott, with reference to the latter's bid on the above projects.

The County Commissioners and County Attorney of Okeechobee County conferred with the Department with reference to the bids received January 10, 1928, for the construction of the above projects. It appearing that the contracts for the construction of these projects must be let by Okeechobee County, subject to the approval of the Department, and the County not having made the award, it was determined that there was nothing before the Department on the subject at this time. Thereupon, on motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:



Concrete Pavement, State Road No. 7, Escambia County.

Resolved, that the matter of the consideration of bids received on January 10, 1928, for the construction of the above projects be and the same is hereby referred to the Board of County Commissioners of Okeechobee County, for determination and recommendation to this Department.

Project 62 A, 62 C and 62 D—Road 24—Osceola County

The Department having under consideration the bids received January 10, 1928, for the construction of the above projects, heard Mr. Pat Johnston, County Attorney, with reference to same.

After full discussion and consideration, on motion of Mr. Schilling, seconded by Mr. Green, the following resolution was adopted:

The Department having carefully considered the bids received January 10, 1928, for the construction of the above projects, and having determined that the lowest responsible bidders therefor are the following respectively to-wit: 62 A—A. D. Weeks, Kissimmee; 62 C—Everglades Construction Co., Hialeah; 62 D—A. D. Weeks, Kissimmee, Now Therefore,

Be It Resolved, that the bid of A. D. Weeks of Kissimmee, for clearing, grubbing, grading and necessary drainage structures on Project 62 A in the sum of \$59,204.66 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said bidder;

Be It Further Resolved, that the bid of Everglades Construction Company of Hialeah, for clearing, grubbing, grading and necessary drainage structures on Project 62 C in the sum of \$104,821.56 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm, and be it

Further Resolved, that the bid of A. D. Weeks of

Kissimmee, for clearing, grubbing, grading and necessary drainage structures on Project 62 D in the sum of \$75,727.02 be and the same is hereby accepted and the contract therefor be and the same is hereby awarded to said firm.

Unconditional Bids

On motion of Mr. Green, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Resolved, that it is the sense of this Department that hereafter no bid for State road or bridge construction will be considered by this Department, which contains an unauthorized condition.

Tentative Budget 1928

On motion of Mr. Hillman, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Resolved, that the proposed Budget of Maintenance and Construction Work for the year 1928 as prepared by the members of the Department, and on file in the office of the Department, be and the same is hereby tentatively adopted;

Be It Further Resolved, that Thursday, March 15, 1928, be fixed and designated as the time, and Orlando, Florida, as the place for the public hearing as to the proposed budget of work, at which time and place the Department will hear all complaints and suggestions offered by the public as to any changes in said budget, and

Be It Further Resolved, that the Chairman be and he is hereby authorized and directed to have published in one newspaper in each of the cities of Pensacola, Jacksonville, Orlando, Tampa and Miami, the said proposed budget of work and estimate of rev-

venue together with the time and place for said hearing as directed by statute.

State Road No. 1—Duval County Viaduct

The Chairman having called the members' attention to the request submitted by the City of Jacksonville last year that the Department participate in the construction of a viaduct over the many railway tracks on Enterprise Street in the City of Jacksonville, and the matter having been fully and carefully considered, upon motion of Mr. Green, seconded by Mr. Bayliss, the following resolution was adopted:

Be It Resolved, that the Department will participate in the construction of a viaduct over the railway tracks on State Road No. 1 on Enterprise Street, in the City of Jacksonville (the same to be and become a part of the State Road System) to the extent of one-quarter ($\frac{1}{4}$) of the cost of same, not to exceed, however, the sum of \$125,000.00;

Be It Further Resolved, that this appropriation is made with the understanding that the amount contributed by the Department shall be expended solely and only in construction and that the plans and specifications must be approved by the Department and the work done under its supervision;

Be It Further Resolved, that this project be and the same is hereby made a part of the tentative budget of construction work for the year 1928.

Railway Crossing Agreement—Road 10

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was adopted:

WHEREAS, the State Road Department of the State of Florida, through and by Fons A. Hathaway, Chairman of said Department, and W. P. Bevis, Secretary of said Department, did, on the 19th day of November, 1927, enter into a certain "highway crossing" agreement with the Seaboard Air Line Railway Company, a corporation, relating to that certain highway crossing over the property of the railway aforesaid, beginning at a point 1,470 feet, more or less, southwardly from mile post 803, as measured from Richmond, Virginia, and extending thence substantially parallel with the said railway's main track and on the easterly side thereof a distance of 106 feet, more or less; said road being located in Section 19, Township 1 South, Range 1 West, Leon County, Florida, as shown by a copy of the said agreement, duly executed by the respective parties, attached to this resolution, and placed on file and made a part of the records of this Department, in connection with the passage thereof; and

WHEREAS, it appears that the minutes of this Department nowhere show any affirmative action of this State Road Department, authorizing or sanctioning the execution of said agreement; and

WHEREAS, the said agreement was entered into by the Chairman of said Department and the seal of said Department duly affixed by authority of, and with the knowledge and consent of said Department, by the Secretary;

NOW, THEREFORE, BE IT RESOLVED, That the action of Fons A. Hathaway, Chairman of said State Road Department, in signing said agreement, and the action of W. P. Bevis, Secretary of said Department, in attesting the same and affixing the seal of said Department thereto, be and the same shall stand as fully ratified and confirmed to the same extent as if the execution thereof had been

authorized and directed by this Department by proper resolution prior to the execution of said agreement;

BE IT FURTHER RESOLVED, That a certified copy of this resolution under the hand and seal of the Secretary of this Department be attached to the signed counterpart of said agreement and filed with this Department, and a like certified copy be attached to the signed counterpart of said agreement delivered to said Seaboard Air Line Railway Company.

Projects 708-720—Road 11—Jefferson County

The Chairman submitted to the members of the Department an assignment by Hardee-Fisher Company to Bishop Contracting Company of contracts for the construction of the above projects as now existing between the Department and the former company; and submitted also the request of the said Hardee-Fisher Company that the Department consent to and acquiesce in this assignment of said contracts as aforesaid.

Thereupon on motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

Be It Resolved, That this Department does acquiesce in and consent to the assignment and transfer by Hardee-Fisher Company, Inc., to Bishop Contracting Company, Inc., for the construction of the above projects, provided, however, that this consent is made subject to and conditioned upon Hardee-Fisher Company filing with this Department, consent of the Surety Company, signing contract bond, and a statement from such Surety Company, acknowledging and declaring that the bond heretofore given on said contracts shall extend to and include the usual liability of Bishop Contracting Company in the further prosecution of the contracts as well as such liability as may already have accrued against Hardee-Fisher Company, Inc., or said Surety Company on the contracts in question; that is to say, the Bishop Contracting Company, Inc., is simply to be substituted in the place and stead of Hardee-Fisher Company, Inc., and the original contract bonds are not to be released but are to cover the finishing of the contracts and the usual liability pertaining thereto as well as liability under the bonds as originally written.

Improvement of Grounds Around Martin State Office Building

The Chairman submitted to the members a resolution of the Board of Commissioners of State Institutions, requesting this Department and the State Motor Vehicle Commissioner to level and beautify the grounds around the State building, known as the Martin Building.

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was adopted:

Resolved, That the matter of the improvement of the grounds around the Martin State Office Building be and the same is hereby referred to the Chairman, with power to act.

Furniture and Equipment for the Department

On motion of Captain Hillman, seconded by Mr. Schilling, the following resolution was unanimously adopted:

WHEREAS, the State Road Department is now



Project 605, Road No. 8, Between Haines City and Frostproof

installed in its new offices in the Martin State Office Building, and

WHEREAS, the furniture and equipment in said offices are totally inadequate to furnish and equip the said offices and headquarters of the said Department, and

WHEREAS, it is the sense of the members of this Department that the said offices should be so furnished and equipped as to enable the Department to carry forward its work, and in a manner befitting the beauty of the said Martin Office Building and in keeping with the dignity of the State of Florida, Now Therefore,

BE IT RESOLVED, That the Chairman be and he is hereby authorized, empowered and directed to advertise for bids for the furnishing and equipping of the offices of the said Department in said Martin State Office Building in Tallahassee, and upon the reception of said bids to purchase such furniture, supplies and equipment from the lowest responsible bidder; provided, that the expenditure hereby authorized by this resolution shall not exceed the sum of Fifteen Thousand Dollars to be paid from the funds set aside for the maintenance of the said Department.

Road 37—Special Road and Bridge District No. 6

On motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Whereas, the Board of County Commissioners of Santa Rosa County, under date of January 10, 1928,

adopted a resolution dealing with Road No. 37 and Special Road and Bridge District No. 6, within that County;

BE IT RESOLVED, That the State Road Department hereby agrees to maintain said road provided it shall be constructed out of County or District funds and according to the plans and specifications of the State Road Department and under its supervision and on the location approved by the State Road Department.

BE IT FURTHER RESOLVED, That the State Road Department will render to the Board of County Commissioners any assistance within its legal powers in the carrying out of the Special Act providing for the construction of this road.

Road No. 134—Flagler County—Right of Way

On motion of Mr. Schilling, seconded by Mr. Bayliss, the following resolution was adopted:

WHEREAS, the Department has found and determined and it is hereby found and determined that it is necessary, wise and expedient to secure by purchase or eminent domain the real estate hereinafter described for the purpose of a right-of-way for State Road No. 134 in Flagler County, Florida; and

WHEREAS, there has been submitted a map or plat which shows in detail the location of said State Road No. 134, which said map or plat is hereto attached and marked Exhibit A; Now Therefore,

BE IT RESOLVED, That the said map or plat be and the same is hereby adopted and approved as

and for the location of said State Road No. 134, between Bunnell and DeLand; and

BE IT FURTHER RESOLVED, That the Board of County Commissioners of Flagler County be and they are hereby requested and authorized to secure for this Department by purchase or condemnation, the lands necessary for a right-of-way for said State Road No. 134, and particularly the land described as follows; to-wit,

A strip of land one hundred (100) feet wide in Flagler County, Florida, beginning at the south boundary of Sections Twenty-three (23) and Twenty-four (24), Township Fourteen (14) South, Range Twenty-nine (29) East, and thence passing in a northerly direction through Sections Twenty-four (24), Twenty-three (23), Fourteen (14), Thirteen (13), Twelve (12), all in Township Fourteen (14) South, Range Twenty-nine (29) East, and thence continuing in a northerly direction through Townships Seven (7), and Six (6), of Township Fourteen (14) South, Range Thirty (30) East, to the north boundary of Section Six (6), Township Fourteen (14) South, Range Thirty (30) East; and more particularly described as a parcel of land in Flagler County, Florida, One Hundred (100) feet wide and Fifty (50) feet on each side of the following described center line: Beginning at the southeast corner of Section Twenty-three (23), Township Fourteen (14) South, Range Twenty-nine (29) East,—which point is also the center of the paved Section in Volusia County, Florida, of State Road Number 134 known as the Perkins Highway as a point of beginning of the following Survey Stations,—run thence from Station 0 to Station 0 plus 07.2 along a projection of the said paved Section of said State Highway Number 134 to a point of curve of a 2 degree curve to the left at Station 0 plus 07.2; thence along said two degree curve to the left to Station 3 plus 92.2 to a point of tangent; thence north 20 degrees 30 minutes east along said tangent to Station 28 plus 84.8 to a point of curve 4 degrees to the right; thence along said 4 degree curve to Station 40 plus 55.2 to a point of tangent; thence along said tangent north 26 degrees 10 minutes east to Station 222 plus 24.7 as the point of curve of a 2 degree curve to the left;

thence along said 2 degree curve to Station 235 plus 64, which Station 235 plus 64 aforesaid is the Quarter Section post of Section 6, Township 14 South, Range 30 East and is the center of the present County Highway at the South boundary of Section 31, Township 13 South, Range 30 East,—said parcel containing 54.09 acres, more or less, in Flagler County, Florida.

BE IT FURTHER RESOLVED, That said County Commissioners be and they are hereby authorized to use the name of this Department in any condemnation proceedings necessary to carry out the purposes of this resolution, or to proceed in their own name as authorized by law;

BE IT FURTHER RESOLVED, That in the event that they shall elect to proceed in the name of this Department that their attorneys be and they are hereby authorized to prepare, execute and file all necessary pleadings, affidavits and documents in connection therewith.

Project 593—Suit

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

RESOLVED, That the Chairman be and he is hereby authorized and empowered to employ such other legal assistance as may be necessary to the proper presentation of the Department's defense in the suit which has been brought against the Department by C. F. Lytle in connection with the construction of the Manatee River Bridge, known as Project No. 593.

AWARDS OF CONTRACTS APPROVED

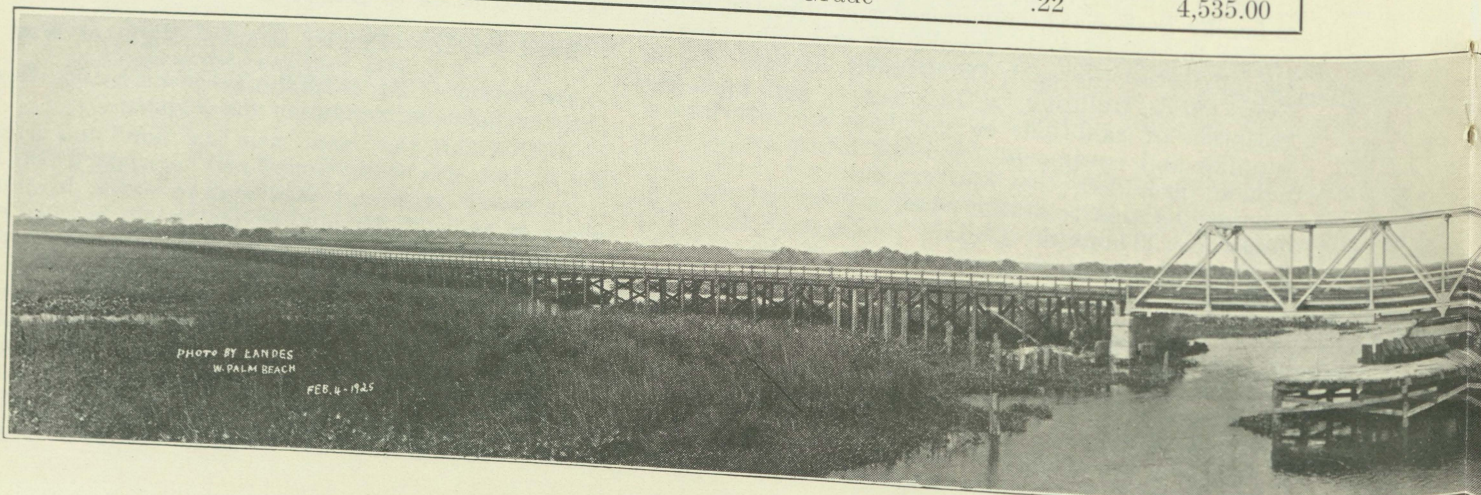
On motion of Mr. Schilling, seconded by Mr. Bayliss, the following resolution was unanimously adopted:

WHEREAS, Bids were asked by the Department for the construction of the roads and bridges hereinafter designated; and

WHEREAS, The firms and individuals respectively named were the lowest responsible bidders thereon; now therefore, be it

RESOLVED, That the action of the Chairman in awarding and executing the contracts hereinafter named be and the same is hereby ratified, approved and confirmed, which said contracts are as follows:

Proj.	Road	Contractor	County	Type	Length	Amt.
659	3	Duval Eng. & Contg. Co.	Clay	R. B. S. T.	2.53	\$34,748.46
695	2	Langston Const. Co.	Lake	R. B. S. T.	.43	5,583.25
669W	27	H. E. Wolfe	Collier	R. Base	9.00	140,629.80
585B.	1	Erler Corp.	Santa Rosa	Cone. Bdge.	165'	24,896.67
521	4	Hathaway & Demarest	Nassau	Grade	.22	4,535.00



Kissimmee River Bridge, State Road

Expense Accounts of Members

On motion of Mr. Schilling, seconded by Mr. Green, the expense accounts of the members were approved and ordered paid.

There appearing no further business the Department was adjourned.

THE NEW JERSEY-HOLLAND TUNNEL

The Holland Tunnels, formally opened in November by the New York Bridge and Tunnel Commission and the New Jersey inter-state Bridge and Tunnel Commission, consists of two tubes—the one taking New Jersey bound traffic, was constructed by the two state commissions. The first chief Engineer, Clifford Holland and his successor, Milton Freeman, both died while the task was under way, and Ole Singstad carried the work to completion.

It was begun in October, 1920, cost \$48,400,000, which was met fifty-fifty by the two states. New Jersey's share was raised by bond issues; New York state's was paid out of current revenues. The ventilation problem, made so important by constant use of gas propelled traffic, is a system involving a transverse instead of a longitudinal movement of air. Fifty-six huge ventilating fans, and twenty-eight reserves, supply the fresh air at the rate of 3,761,000 cubic feet each minute, completely changing the air in the tunnel forty-two times each hour. Dials register the exact condition of the air at all times. Samples of dead air drawn from the two tubes are forwarded to signal rooms and analyzed by a machine which counts the parts of carbon monoxide in each one-thousandth part of the air.

The many interesting regulations for the use of the tunnel, by lines of fast moving traffic and slow moving traffic, etc., are entertainingly described in a recent issue of the *Contractors' and Engineers' Monthly*.—Kentucky Highways.

Wearin' of the Green.

Landlord of Village Inn (to local shopkeeper)—“I'll take another porous plaster, Tom. That clumsy lout, 'Orace 'Awkins, 'as ripped the cloth off the billiard table again.”—Answers (London).

False Alarm

“Is Claude still mopping floors at the hotel?”
“Yes, he's the same old floor flusher.”—Western Reserve Red Cat.

IMPORTANT, BUT OFTEN OVERESTIMATED

The bureau of public roads in Washington and also what is known as “federal aid” to the States have been of inestimable value. No system of interstate highways such as is being so splendidly perfected would have been possible without them. But it is often noted that the average citizen thinks that the State gets much more help in a financial aid from the federal government than it really does or could reasonably expect.

The states of the Union have spent during the past calendar year more than a billion dollars in road building and road maintenance. Of this amount the federal government contributed in the neighborhood of eighty million dollars, one-twelfth as much as the states themselves spent. These figures which we are compiling from data furnished by the chief of the bureau of public roads applies in a general way to Kentucky. The federal payments last year to all the states totaled \$81,371,013, about six million less than the previous year, which in turn was eight million less than the year before.

Mr. McDonald, chief of the Federal Bureau, recently said that the annual expenditures will be still further reduced in the future until—the accumulated balance of the earlier appropriations being expended—the program of expenditures reaches the rate set by the annual authorization of \$75,000,000 a year. The federal aid highway system now includes more than 185,000 miles, only one-third of which has been improved with federal assistance.—Kentucky Highways.

Try a Beanshooter.

Clerk—“Did you get rid of any moths with those moth-balls you bought?”

Mrs. Dun—“No, I tried for five hours, but I couldn't hit a one.”—Open Road.

Time to Retire.

“Freddy hasn't been out at night or played poker for three weeks.”

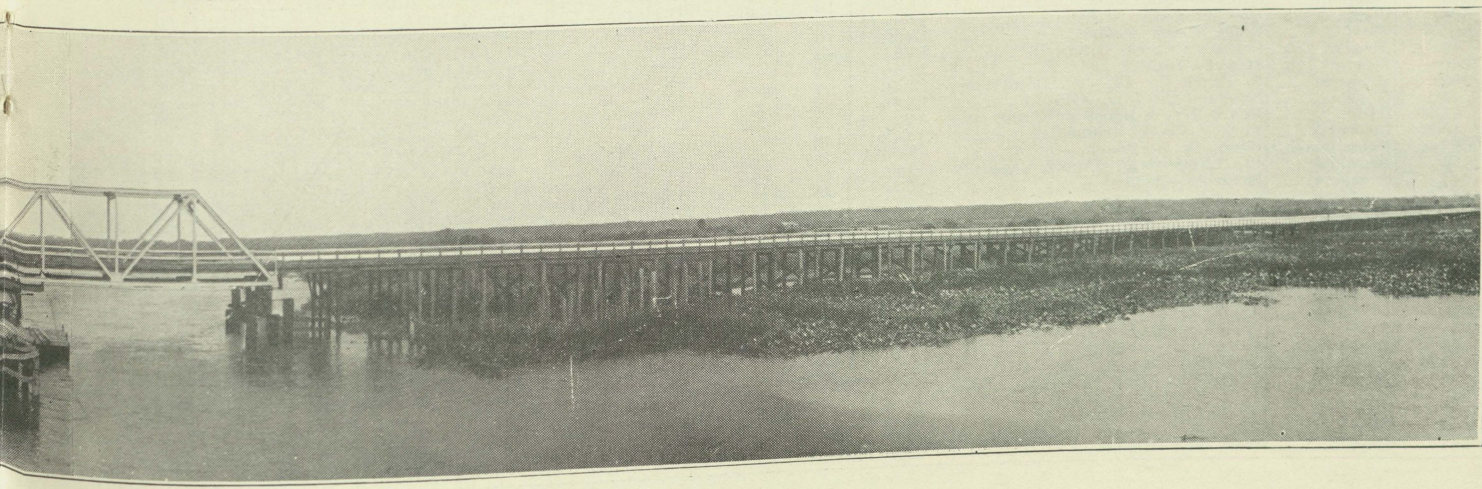
“Turned over a new leaf?”

“No; turned over a new car.”—Good Hardware.

On the Job

“Did you marry that girl of yours, or do you still cook your own breakfast and mend your own clothes?”

“Yes.”—Judge.



and No. 8, West of Okeechobee City.

Estimated Resources of State Road Department For Year 1928

Balance on hand January 1st, 1928.....	\$	318,385.80
Gasoline Tax Fund.....	\$6,500,000.00	
Gasoline Inspection Fund.....	225,000.00	
Auto License Fund.....	4,300,000.00	
Auto Title Registration Fund...	100,000.00	
Federal Aid Fund.....	1,000,000.00	
Due or in hand from Counties for work done and work under contract	2,250,000.00	14,375,000.00
Total estimated resources for year 1928.....		14,693,385.80
10 per cent reserve for emergency work.....		1,469,338.58
Net estimated resources available for road construction and maintenance.....		\$13,224,047.22

Florida State Road Department Budget of Maintenance and Construction Work for 1928

PROJECTS UNDER CONSTRUCTION

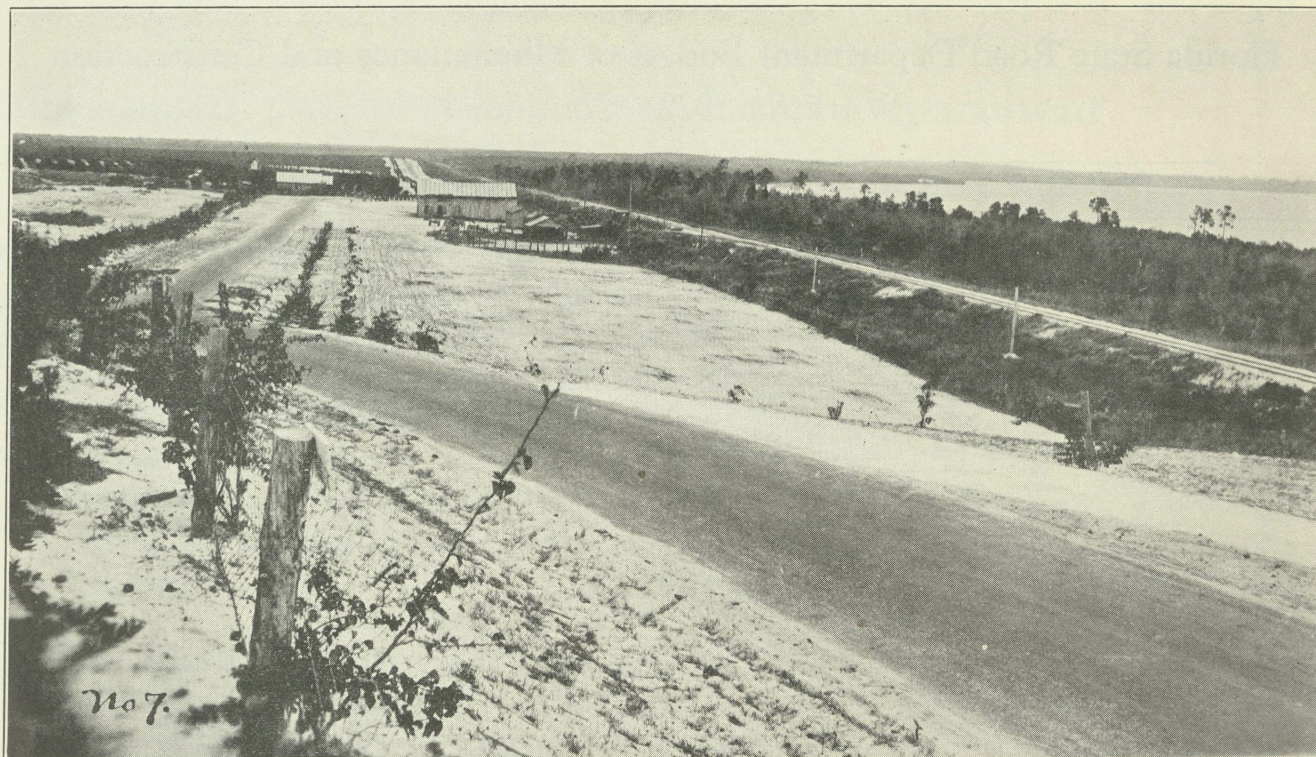
PROJECTS UNDER CONSTRUCTION.

Road	Project	COUNTY	From	To	Length	Road	Project	COUNTY	From	To	Length
1	52	Escambia.....	Pensacola—Escambia Bay.....		10.08	11	708-720	Jefferson.....	Georgia State Line—Capps.....		17.67
1	697	Escambia.....	Perdido River Bridge and App.....		.14	13	677-D	Levy.....	Otter Creek—Cedar Key.....		17.74
	827	Escambia.....	Pensacola—Escambia Bridge.....		8.12	13	742	Alachua.....	Gainesville Dis. Li.—Levy Co. Li.....		7.65
2	53-C	Lake.....	Dead River—Tavares.....		1.87	14	50	Putnam.....	Alachua Co. Line—Palatka.....		25.00
2	53-B	Lake.....	Dead River and Dora Canal Br.....		671 ft.	14	55	Alachua.....	Gainesville—Putnam Co. Line.....		16.17
2	695	Lake.....	Silver Lake Forks—Eustis.....		10.50	17	732	Polk.....	Auburndale—Lakeland.....		8.94
2	695-B	Lake.....	Haynes Creek Bridge.....		509 ft.	17	755	Polk.....	Auburndale—Haines City.....		11.22
2	661-B	Lake.....	Helena Run Bridge.....		40 ft.	17	710	Hillsboro.....	Plant City—Tampa.....		18.87
2	757	Polk.....	Bartow—Ft. Meade.....		10.26	19	700	Jefferson.....	Capps—Madison Co. Line.....		8.00
2	758	Polk.....	Ft. Meade—Hardee Co. Line.....		8.34	19	744	Madison.....	Jefferson Co. Li.—Taylor Co. Li.....		5.78
3	659	Clay.....	Duval Co. Line—Gr. Cove Spgs.....		13.27	19	745	Taylor.....	Madison Co. Line—Perry.....		15.95
3	543	Seminole.....	Sanford—Maitland.....		14.20	19		Taylor.....	Perry—Salem.....		18.00
3	664	Clay.....	Doctors Lake Bridge.....		1,600 ft.	19		Taylor.....	Salem—Steinhatchee River.....		12.00
3	665	Clay.....	Black Creek Bridge.....		1,400 ft.	19	580	Dixie.....	Cross City—Suwannee River.....		10.00
4	49	Flagler.....	Pellicer's Creek—Bunnell.....		13.81	19	756	Marion.....	Levy Co. Line—Ocala.....		18.00
4	640	Martin.....	Stuart—Jupiter.....		20.80	24	62	Brevard.....	Kissimmee—Brevard Co. Line.....		36.97
4	653	Broward.....	P. Beach Co. Li.—Ft. Laud'dale.....		13.46	27	669	Dade.....	Coral Gables—East.....		24.00
4	41	Dade.....	Broward Co. Line—Miami.....		11.36	27	669	Dade.....	Cut Off.....		3.50
4	41-B	Dade.....	Little Riv. & Biscayne Canal Br.....		220 ft.	27	669	Collier.....	Dade Co. Line—Lee Co. Line.....		65.00
4	40-B	Broward.....	Turkey Creek Bridge.....		108 ft.	28	713	Columbia.....	Watertown—Union Co. Line.....		10.00
4	683-A	Palm Beach.....	West Palm Beach—Delray.....		8.04	28	714	Union.....	Columbia Co. Line—Lake Butler.....		11.00
4	654	Broward.....	Ft. Lauderdale—Dania Canal.....		6.30	28	715	Union.....	Lake Butler—Bradford Co. Line.....		3.70
4	614	Sarasota.....	Sarasota—Venice.....		17.34	28	716	Bradford.....	Union Co. Line—Starke.....		11.12
4	614-B	Sarasota.....	Bridges.....		575 ft.	28	717	Bradford.....	Starke—Putnam Co. Line.....		19.93
5	615	Sarasota.....	Venice—Myakka River.....		15.00	28	706	Putnam.....	Clay Co. Line—Palatka.....		27.00
5-A	719	Suwannee.....	Ichucknee River—Suwannee R.....		8.57	35	747	Jefferson.....	Georgia State Li.—Aucilla River.....		6.50
5-A	518	Lafayette.....	Branford—Mayo.....		17.75	35	748	Madison.....	Aucilla River—Greenville.....		6.21
5-A	535	Lafayette.....	Mayo—Taylor County Line.....		8.00	50	624	Hamilton.....	Jasper—Suwannee River.....		6.23
6	657	Jackson.....	Calhoun Co. Line—Road No. 1.....		10.00	50	763	Suwannee.....	Suwannee River—Live Oak.....		12.23
10	645	Wakulla.....	Lost Creek—Ocklocknee River.....		17.00	50	764	Suwannee.....	Live Oak—Pinemount.....		12.00
10	592	Franklin.....	Apalachicola—Gulf Co. Line.....		10.21	50	765	Suwannee.....	Pinemount—Branford.....		7.00
10	651	Gulf.....	Franklin Co. Line—Port St. Joe.....		14.72						
10	728	Leon.....	Tallahassee—Wakulla Co. Line.....		11.66						
10	644-B	Wakulla.....	Leon Co. Line—Wakulla River.....		4.65						
10	685	Franklin.....	Carrabelle—East Point.....		17.43						
10	740	Gulf.....	Port St. Joe—Bay Co. Line.....		9.62						
10	743	Bay.....	Gulf Co. Line—East Bay.....		18.25						
10	680	Bay.....	East Bay Bridge.....		4,000 ft.						
10	681	Bay.....	West Bay Bridge.....		7,530 ft.						
										Total	Miles 804.13
										"	Feet 16,653 ft.

Note—Projects listed above on Roads Nos. 5-A, 6, 10, 11, 13, 19, 28, 35 and 50 are being constructed with funds supplied by the Counties in which such work is under construction.

Florida State Road Department Budget of Maintenance and Construction Work for 1928—Continued

PROJECTS GRADED TO BE PAVED					COUNTY PROJECTS UNDER STATE SUPERVISION						
Road	Project	COUNTY	From	To	Length	Road	Project	COUNTY	From	To	Length
1	673	Gadsden	Ocklocknee River—Littmans		9.90	29	780	Okeechobee	Okeechobee—11 Miles North		11.00
1	1	Okaloosa	Milligan—Holt		10.40	29	781	Okeechobee	Project 780—Ft. Drum		11.00
1	536	Gadsden	Littmans—Quincy		5.36	29	782	Okeechobee	Ft. Drum—Osceola Co. Line		6.68
1	6	Madison	Greenville—Aucilla River		5.45	39	709	Holmes	Alabama State Line—South		9.09
1	9	Holmes	Ponce de Leon—Argyle		5.11	39	736	Holmes	Washington Co. Line—North		8.58
1	61	Gadsden	Victory Bridge—Quincy		19.77	43	707	Leon	Micosukee—Road No. 1		5.31
1	672	Leon	Tallahassee—Gadsden Co. Line		9.92	43	722	Jefferson	Lloyds—Wacissa		8.83
1	673	Gadsden	Leon Co. Line—Littmans		9.92	66	723	Leon	Tallahassee—West		11.76
2	599	DeSoto	Carlstrom Field—Charl. Co. Li.		7.40	66	724	Leon	Project 723—Ocklocknee River		11.10
2	503	Charlotte	DeSoto Co. Line—Lee Co. Line		20.18				Total	Miles	83.35
2	687-B	Lake	Groveland—Polk Co. Line		15.00						
2	573-D	Orange	Plymouth—Orlando		16.81						
4	683-C	Palm Beach	Delray—Broward Co. Line		8.27						
5-A	718	Columbia	Santa Fe River—Ft. White		8.22						
5-A	587	Columbia	Ft. White—Itchtucknee River		4.37						
10	56	Leon	Tallahassee—Georgia Line		18.00						
10	644-A	Wakulla	Wakulla River—Lost Creek		7.35						
13	677	Levy	Bronson—Otter Creek		11.00						
19	698	Leon	Tallahassee—Jefferson Co. Line		12.45						
19	699	Jefferson	Leon Co. Line—Capps		7.70						
20	515	Jackson	Bay Co. Line—Cottondale		16.60						
			Total		229.18						
PROJECTS NOT UNDER CONSTRUCTION											
Road	Project	COUNTY	From	To	Length	Road	Project	COUNTY	From	To	Length
1		Duval	Enterprise Street Viaduct			43	777	Leon	Micosukee—Georgia State Line		
2	53-D	Lake	Tavares—Mt. Dora		6.50		786	Jackson	Graceville—Campbellton		
2	695	Lake	Eustis—Mt. Dora		6.00	14	749	Gilchrist	Suwannee River—Trenton		
2	573-E	Orange	Orlando—Osceola Co. Line		16.80	14	750	Gilchrist	Trenton—Newberry		
2	610	Oseola	Orange Co. Line—Polk Co. Line		15.00	33	733	Walton	Project 652—Alabama State Line		
2		Polk	Lake Co. Line—Lakeland		24.00	33	815	Okaloosa	Crestview—Valparaiso		
2		Polk	Haines City—Bartow			14	817	Alachua	Gainesville—Newberry		
2		Hardee	Polk Co. Line—Zolfo		12.00	44	808	Brevard	Mims—Volusia County Line		
2		DeSoto	Brownsville—Arcadia		6.00	41	823	Okaloosa	Milligan via Baker to Hilton's Switch		
3	704	Orange	Maitland—Orlando		3.88	90	816	Jackson	Neal's Landing—Road No. 1		
3	57	Nassau	Project 46—Duval Co. Paving		3.50	40	734	Walton	DeFuniak—Point 12 Miles North		
3		Putnam	Rice Creek Bridge		450 ft.	40	735	Walton	Project 734—Alabama State Line		
3		Putnam	Dunn's Creek Bridge		350 ft.	40	752	Walton	Freeport—North		
3	705	Volusia	St. Johns River Bridge		1,500 ft.	40	751	Walton	DeFuniak—South		
3		Seminole	St. Johns River—Sanford		3.50	40	768	Walton	Freeport—Choctawhatchee Bay		
4	608	Brevard	City of Eau Gallie		2.00	39	739	Washington	Vernon—Bay County Line		
4	60	F'l'r-Volusia	Korona—Rose Bay		21.90	35	747	Jefferson	Georgia State Line—Aucilla River		
4	654	Broward	Doring Canal—Dade Co. Line		5.70	35	748	Madison	Aucilla River—Greenville		
4	784	St. Johns	San Sebastian River Bridge			66	779	Liberty	Ocklocknee River—Hosford		
5		Citrus	Whitlacochee Bridge		400 ft.	29	783	H'l'ds-Glades	Road 8 at Brighton—Indian Prairie Canal		
5	511	Hillsboro	Pasco Co. Line—Tampa		11.00	15	792	Levy	Dixie County Line—Citrus County Line		
5	581-B	Hillsboro	Alafia River Bridge		450 ft.	15	790	Taylor	Jefferson Co. Line—Dixie Co. Line		
5	772	Charlotte	Charlotte Harbor Bridge		5,000 ft.	15	791	Dixie	Taylor Co. Line—Levy Co. Line		
5	769	Lee	Caloosahatchee River Bridge		5,200 ft.	15	789	Jefferson	Wakulla Co. Line—Taylor Co. Line		
5		Sarasota	Myakka River Bridge		300 ft.	15	828	Wakulla	Newport—Jefferson Co. Line		
5	548	Levy	Alachua Co.—Marion Co.		18.00	15	793	Citrus	Levy Co. Line—Hernando Co. Line		
5-A		Columbia	Itchtucknee River Bridge		100 ft.	15	794	Hernando	Citrus Co. Line—Pasco Co. Line		
5-A		Columbia	Santa Fe River Bridge		300 ft.	15	795	Pasco	Hernando Co. Line—Pinellas Co. Line		
5-A		Taylor	Lafayette Co. Line—Perry		12.00						
8	562-C	Highlands	Avon Park—Sebring		7.50						
8	562-D	Highlands	Sebring—Twp. 35-36		10.00						
8	562	Highlands	Lake Annie—Station 422		8.00						
8	696	St. Lucie	End Proj. 636—Ft. Pierce		5.50						
10	678	Bay	East Bay—West Bay		8.00						
10	688	Bay	West Bay Bridge—Gulf of Mex.		11.64						
10	787	Walton	Ebro—Freeport		16.30						
10	788	Walton	Freeport—Okaloosa Co. Line								
10	802	Okaloosa	Walton Co. Line—Camp Walton		8.00						
10	803	Okaloosa	Camp Walton—Santa Rosa Co.L.								
10	767	Bay	Gulf of Mexico—West Bay		5.27						
10	766	Bay	Ebro—West Bay		8.74						
13	796	Nassau	Yulee—Baldwin		35.00						
14		Putnam	Palatka—St. Johns Co. Line		6.00						
14		St. Johns	Putnam Co. Line—Road No. 4		16.00						
16		Marion	Ocala—Road No. 5		16.00						
17		Hillsboro	Tampa—Pinellas Co. Line		18.00						
20	500-B	Pay	Bayou George—Jackson Co. Line		22.00						
21		Volusia	Daytona—DeLand		21.00						
22	770	Brevard	Indian Riv. City—Orange Co. L.		8.00						
25	805	Hendry	Lee Co. Line—LaBelle		12.00						
25	806	Hendry	LaBelle—Palm Beach Co. Line		22.70						
25	807	Palm Beach	Hendry Co. Line—20-Mile Bend		16.95						
26	804	Glades	Highland Co. Li.—Mains Corner		18.50						
			Total	Miles	468.88						
				Feet	14,050						
					MAINTENANCE						
					Maintenance of Roads included in above Construction Budget and Roads heretofore constructed.						



Scene Near Lake Stearns, Highlands County.



Project 630, Road 8, West of Brighton.

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**For any Type of Concrete Paving or
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Our Woodward Plant (destroyed by fire July 6th, 1926) has been rebuilt with the most modern Crushing and Screening equipment. This new plant is producing a material unexcelled in correct and uniform sizing.

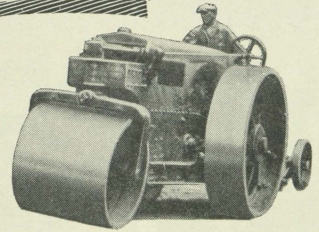
Our daily capacity from two plants is 3,000 tons, and in addition thereto, we have storage facilities for taking care of rush or emergency orders.

Write or telegraph for delivered prices.

Woodstock Slag Corporation

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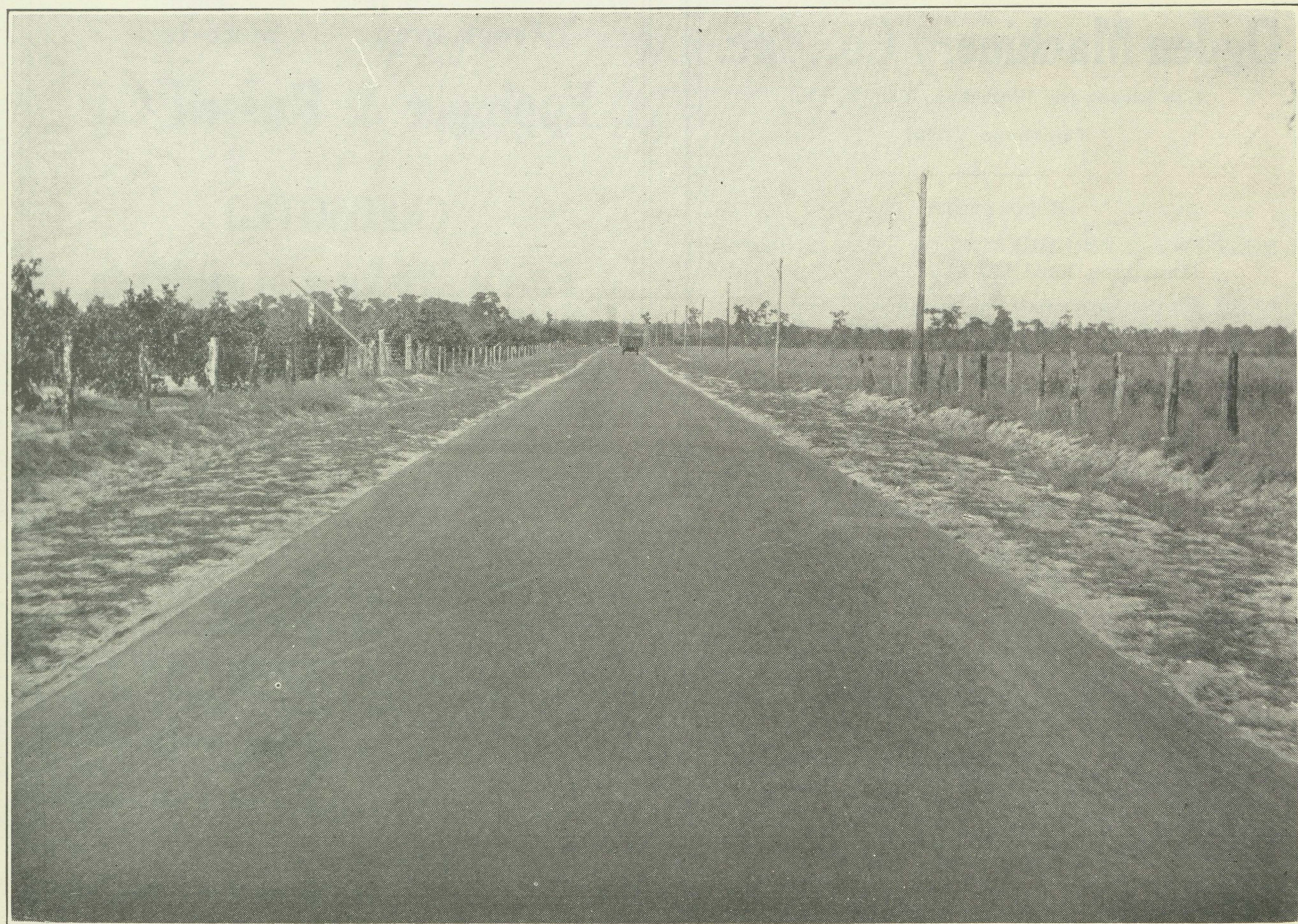
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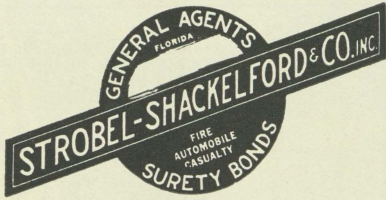
Project 562-B, in Highlands County, Between Frostproof and Avon Park. Road No. 8.



Sheet Asphalt, Project 562-B on Road No. 8 in Polk County.

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CRUSHED STONE

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time-proof vitrified brick pavement wearing-
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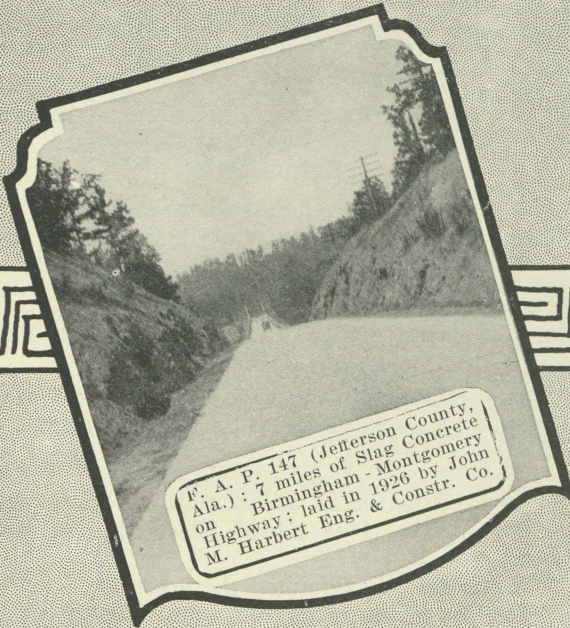
MIAMI

Contracts Awarded by State Road Department January 1st, 1928, to February 14th, 1928

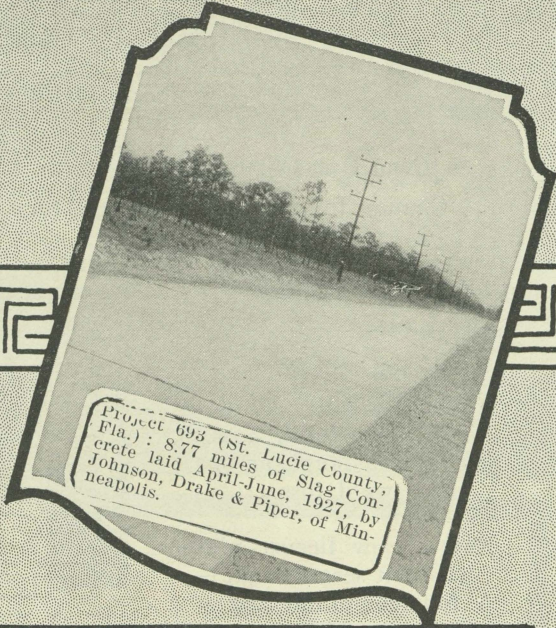
Contractor—	Project No.	County—	Length Miles	Length Feet	Contract + 10 %	Type
Sutton Bros.	55-B	Alachua .....	.....	457	\$ 54,377.17	Concrete
General Const. Co.	677-D	Levy .....	.....	1335	43,000.98	Timber
Frost Const. Co.	710-B	Hillsborough .....	.....	260	54,775.16	Concrete
Sutton Bros.	764-B	Suwannee .....	.....	113	19,043.82	Conc. Overh'd.
Duval Engr. & Contr. Co.	677-D	Levy	8.91	.....	110,370.35	R. B. S. T.
E. F. Powers Const. Co.	710-C	Hillsborough	12.69	.....	95,125.45	C. G. & G.
B. Booth	755	Polk	11.22	.....	58,518.86	C. G. & G.
Little & Lee	757	Polk	10.26	.....	63,516.17	C. G. & G.
Little & Lee	758	Polk	8.34	.....	46,380.34	C. G. & G.
Gilbert & Hadsock	732	Polk	8.94	.....	57,077.26	C. G. & G.
C. G. Kershaw Contr. Co.	736	Holmes	8.58	.....	45,097.93	C. G. & G.
C. G. Kershaw Contr. Co.	709	Holmes	9.09	.....	53,931.71	C. G. & G.
Morgan Hill Paving Co.	61-C	Gadsden	9.77	.....	244,581.31	Concrete
Franklin Const. Co.	710-A	Hillsborough	6.18	.....	38,592.08	C. G. & G.
E. M. Chadbourne	697	Escambia .....	.14	(666)	3,401.25	Surface
Robert G. Lassiter & Co.	683-A	Palm Beach	8.04	.....	264,999.43	Concrete
Rutherford Const. Co.	695	Lake	3.00	.....	46,992.07	Surface
S. G. Collins	827	Escambia	8.12	.....	50,151.29	C. G. & G.
M. C. Winterburn, Inc.	61-A	Gadsden	10.00	.....	231,578.27	Concrete
Phoenix Asphalt Paving Co.	669-X	Collier	9.40	.....	28,814.77	Surface T'd.
Everglades Const. Co.	62-C	Osceola	11.83	.....	115,303.71	C. G. & G.
A. D. Weeks	62-D	Osceola	12.62	.....	83,299.72	C. G. & G.
A. D. Weeks	62-A	Osceola	12.52	.....	66,571.01	C. G. & G.
Total			169.65	2,165	\$1,875,500.11	



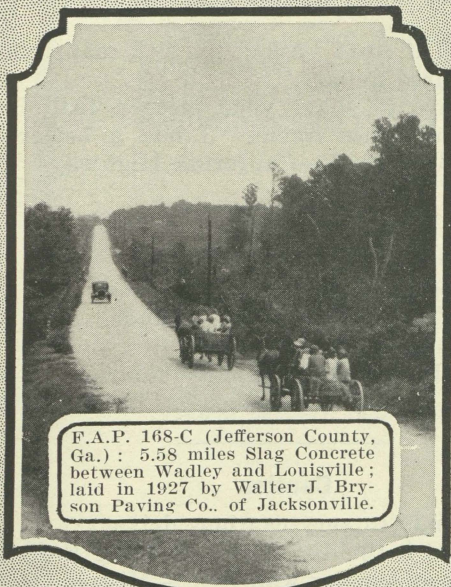
Project 696, Road No. 8, St. Lucie County.



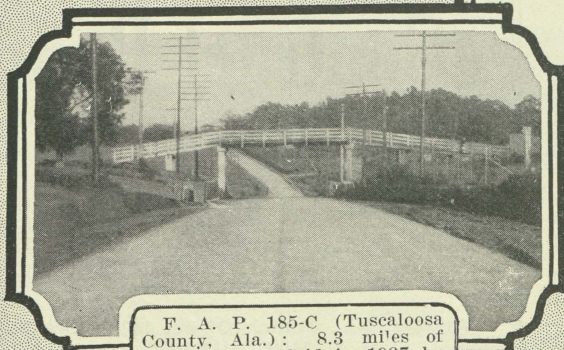
F. A. P. 147 (Jefferson County, Ala.): 7 miles of Slag Concrete on Birmingham-Montgomery Highway; laid in 1926 by John M. Harbert Eng. & Constr. Co.



Project 693 (St. Lucie County, Fla.): 8.77 miles of Slag Concrete laid April-June, 1927, by Johnson, Drake & Piper, of Minneapolis.



F.A.P. 168-C (Jefferson County, Ga.): 5.58 miles Slag Concrete between Wadley and Louisville; laid in 1927 by Walter J. Bryson Paving Co., of Jacksonville.



F. A. P. 185-C (Tuscaloosa County, Ala.): 8.3 miles of Slag Concrete laid in 1927 by Walter J. Bryson Paving Co., of Jacksonville.

The Swing is to High Test concrete

—with basic slag

THESE four roads are familiar examples of new standard concrete—concrete that tests, under actual field conditions, 4,000 lbs. per sq. inch and better. The wide use of scientifically prepared

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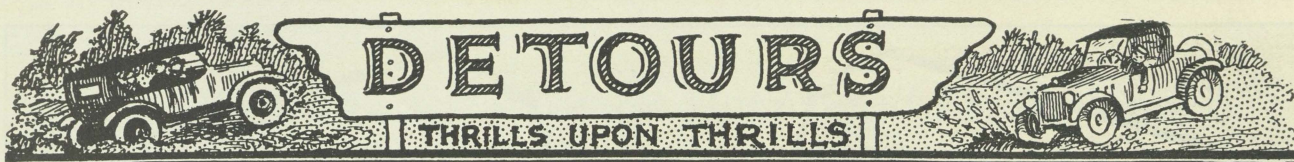
is due to its angularity and to the fact, now generally recognized, that there is a close kinship between Basic Slag and Portland Cement—chemically almost identical—and that this perfect bond consistently produces concrete of unusual solidity and strength.

A complete list of slag concrete jobs shows that all greatly exceed the specified strength of 3,000 lbs. per sq. inch. Why not get this "high test" concrete for your concrete highways?

BIRMINGHAM SLAG CO.

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Atlanta Birmingham Jacksonville
Thomasville Montgomery Ocala, Fla.



A Dead Game Sport

Conductor: "Change for Marietta! Change for Marietta!"

Country Passenger: "Don't know who the girl is, but I'll chip in a dime."—Union Pacific Magazine.

Then and Now

At a fifty-dollar saddle
On a five-dollar hoss,
We used a laugh as our
Head we'd toss.

Now a new license plate—
(How it seems to jar)—
A fourteen-dollar tag
On a ten-dollar car.
P. H. A. in Florida Times-Union.

Fatal Temptation

Mother—"You are at the foot of the spelling class again, are you?"

Boy—"Yes'um."

Mother—"How did it happen?"

Boy—"Got too many z's in scissors."—Christian Advocate.

Doubled Up

Summer Boarder—"But why are those trees bending over so far?"

Farmer—"You would bend over, too, miss, if you wuz as full o' green apples as those trees are."—The Outlook.

Hands Up

"The time will come," shouted the speaker, "when women will get men's wages."

"Yes," said a little man in the corner. "Next Saturday night."—Good Hardware.

Warbling Birdman

Six hundred school children cheered Lindbergh Thursday as he entered one of the biggest public schools and sang the Mexican and American national anthems, "Old Folks at Home," "Old Black Joe," and Mexican folk-songs.—Omaha Bee-News.

Bright lights and no lights cause most of the automobile accidents. Dimmers are placed on cars to give a chance to avoid accidents, but very often a driver becomes careless and fails to turn on his dimmers, with the result that he blinds an approaching driver and causes an accident. Recently an auto magazine summing up the cause of accidents in the United States for the year 1927, stated that 75 per cent of them were caused by bright lights and no lights.—Florida Times-Union.

Enthusiastic

Proud Father: "What shall we call it?"

Fond Mother: "Let's call it Quits."—Chicago Phoenix.

Mandy—Doan' forgit, nigger, dat yo' married me fer betteh er wusser.

Moses—Dat's all right, brown baby, but how come yo'-all keeps gittin' wusser 'n' wusser?

A new estimator in a contractor's office said to his boss, "Say, I've added these figures up ten times."

"That's fine," exclaimed the boss.

"Yes," said the estimator, "and here are the ten answers."—California Highways.

"Yes," said the specialist, as he stood at the bedside of the sick purchasing agent, "I can cure you."

"What will it cost?" asked the sick man faintly.

"Five hundred dollars."

"You'll have to shave your price a little," replied the Purchasing Agent, "I had a better bid from the undertaker."—California Highways.

Fortune's Wheel

Beside the filling station now
The village smithy stands.
And many dollars fall into
His large and sinewy hands.

—Florida Times-Union.

Caution

Bored Friend (to very cautious driver): "I say, don't you find it thrilling to sit gripping the wheel while the kids on scooters whiz by!"—Missouri Roads.

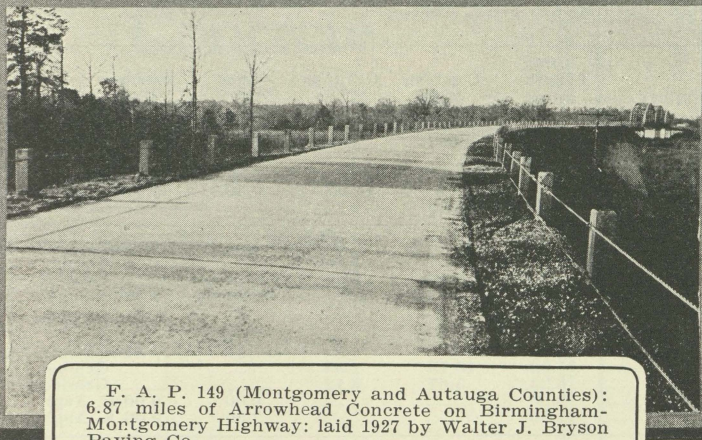
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American Surety Company
of New York

Atlanta, Ga., Branch Office, 1320 Hurt Building.
H. N. HUTCHINSON, Manager.



F. A. P. 149 (Montgomery and Autauga Counties): 6.87 miles of Arrowhead Concrete on Birmingham-Montgomery Highway: laid 1927 by Walter J. Bryson Paving Co.



10½ Miles of Arrowhead Concrete

(Birmingham-Montgomery Highway) Average 3516 lbs. Sq. In.

Officials of the Alabama Highway Department have been widely complimented on the "last link" in the heavy traveled Birmingham-Montgomery Highway—two Federal Aid projects totalling 10.7 miles of concrete laid by Walter J. Bryson Paving Co., who used

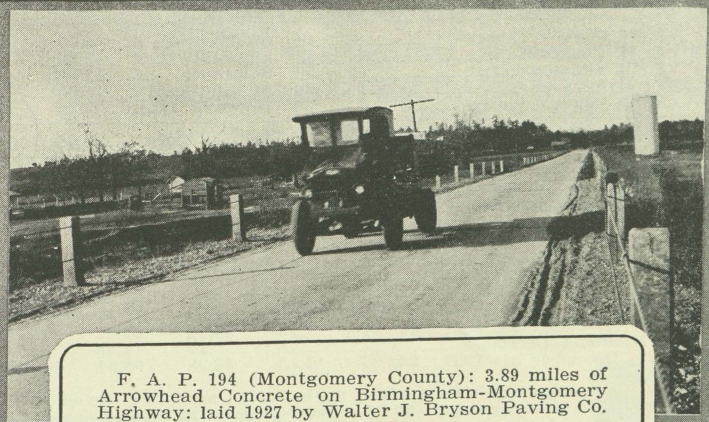
Arrowhead SAND and GRAVEL

in a specially designed 1:2.3:3.1 mix. The concrete averaged (28 cylinder tests) 20% higher strength than the required standard of 3000 lbs. per square inch.

Some of the cylinders went as high as 4634 lbs.—the average for all cylinders on both projects was 3516 lbs.—14% stronger concrete than was called for under the standard highway specifications. Another record that tells its own story of Arrowhead quality and emphasizes again the close relation between high test aggregates and high test concrete.

MONTGOMERY GRAVEL CO.

Shepherd Building MONTGOMERY, ALA.



F. A. P. 194 (Montgomery County): 3.89 miles of Arrowhead Concrete on Birmingham-Montgomery Highway: laid 1927 by Walter J. Bryson Paving Co.

Status of Construction

THROUGH DECEMBER 31ST, 1927.

Proj. No.	Contractor.	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per Cent Complete
6	Higgison Construction Co.....	1	Madison	5.47	5.47	5.41	.....	.....	Graded	99.00
49	Cone Bros. Construction Co.....	4	Flagler	13.82	.....	.....	13.82	13.82	S.T.R.B.	96.00
50-A	L. M. Gray.....	14	Putnam	6.18	.....	.....	5.87	1.55	S.T.R.B.	83.00
50-C	N. C. Cash.....	14	Putnam	10.03	.....	.....	9.50	5.01	S.T.R.B.	93.00
52	W. J. Bryson Paving Co.....	1	Escambia	10.09	10.09	8.47	.....	.....	Graded	85.00
55	W. J. Bryson Paving Co.....	14	Alachua	16.77	15.60	10.06	.....	.....	Graded	69.80
518	Barnes Construction Co.....	5-A	Lafayette	17.75	15.97	8.16	.....	.....	Graded	42.00
535	L. B. McLeod Construction Co.....	5-A	Lafayette	13.20	9.90	3.96	.....	.....	Graded	30.00
543	M. C. Winterburn, Inc.....	3	Seminole	14.20	.....	.....	14.20	13.06	Bit Mac.	95.00
585	State Convict Forces.....	1	Santa Rosa	5.19	2.00	1.25	.....	1.04	S.T.R.B.	20.00
614	West Construction Co.....	5	Sarasota	17.34	.....	.....	17.34	17.34	Bit Mac.	99.00
615	E. F. Powers Construction Co.....	5	Sarasota	11.92	10.73	2.98	.....	.....	Graded	24.00
624	L. B. McLeod Construction Co.....	50	Hamilton	6.23	5.67	3.12	.....	.....	Graded	42.78
640-A	West Construction Co.....	4	Martin	9.00	.....	.....	0.00	0.00	S. Asph.	0.00
640-B	West Construction Co.....	4	Martin	11.80	.....	.....	2.95	0.00	S. Asph.	11.80
644-C	State Convict Forces	10	Wakulla	5.06	0.00	0.00	.....	.....	Graded	0.00
645	State Convict Forces	10	Wakulla	18.50	.....	.....	14.00	10.00	S.T.R.B.	80.00
646	State Convict Forces	10	Franklin	18.00	.....	.....	.....	16.20	S.T.S.C.	90.00
651	State Convict Forces	10	Gulf	14.72	.....	.....	11.77	0.00	S.T.R.B.	72.67
653	H. D. Spangler	4	Broward	13.46	13.46	13.46	.....	.....	Graded	99.50
654	S. P. Snyder & Son.....	4	Broward	6.30	1.57	1.57	0.00	0.00	Bit Mac.	18.00
659	Duval Engr. & Contr. Co.....	3	Clay	3.17	.....	.....	3.17	3.17	S.T.R.B.	100.00
668	C. A. Steed & Sons Co.....	4	Brevard	13.45	.....	.....	13.45	13.45	S.T.R.B.	100.00
669-C	R. C. Huffman Construction Co.....	27	Dade	12.00	12.00	12.00	.....	.....	Graded	99.00
669-D	R. C. Huffman Construction Co.....	27	Dade	12.30	12.18	8.00	.....	.....	Graded	70.00
669-V	Wolfe & Alexander R. & K.....	27	Collier	19.72	10.00	10.00	10.00	0.00	S.T.R.B.	60.00
669-W	State Convict Forces.....	27	Collier	15.40	15.40	15.40	15.40	15.40	S.T.R.B.	95.00
669-XZ	H. E. Wolfe Construction Co.....	27	Collier	15.88	.....	.....	5.55	0.00	S.T.R.B.	30.00
669-Z	Alexander, Ramsey & Kerr.....	27	Collier	6.48	6.48	4.21	.....	.....	Graded	70.00
677-A	Duval Engr. & Contr. Co.....	13	Levy	6.96	.....	.....	6.96	6.96	S.T.R.B.	98.00
677-C	Boone & Wester.....	13	Levy	10.16	10.16	9.14	.....	.....	Graded	95.00
677-D	N. B. Burton.....	13	Levy	3.05	2.53	2.14	.....	.....	Graded	70.00
685	Deen, Yarborough & Ebersbach.....	10	Franklin	18.46	18.46	14.77	.....	.....	Graded	88.00
687-A	Manley Construction Co.....	2	Lake	15.00	.....	.....	15.00	15.00	S. Asph.	100.00
695	Vadner & Tampa Sand & S. Co.....	2	Lake	10.54	10.54	10.01	.....	.....	Graded	96.00
706-A	Franklin Construction Co.....	28	Putnam	11.85	11.27	10.07	.....	.....	Graded	90.70
706-B	Curry & Turner.....	28	Putnam	14.91	11.18	3.73	.....	.....	Graded	30.00
708	Hardee-Fisher Co., Inc.....	11	Jefferson	7.98	5.59	3.11	.....	.....	Graded	46.00
714	W. J. Bryson Paving Co.....	28	Union	10.20	8.68	5.61	.....	.....	Graded	72.80
715	Sellers Construction Co.....	28	Union	3.70	3.47	2.11	.....	.....	Graded	67.00
716	F. X. Bradley & Co.....	28	Bradford	11.13	10.09	8.97	.....	.....	Graded	85.20
717	F. X. Bradley & Co.....	28	Bradford	10.94	10.47	8.26	.....	.....	Graded	79.00
719	C. G. Kershaw Contr. Co.....	5-A	Suwannee	8.57	8.57	8.14	.....	.....	Graded	97.20
720	Hardee-Fisher Co., Inc.....	11	Jefferson	9.64	7.71	1.83	.....	.....	Graded	25.00
722	R. J. Carroll.....	48	Jefferson	8.83	6.00	1.41	.....	.....	Graded	16.65
723	L. B. McLeod Construction Co.....	66	Leon	11.76	3.41	3.41	.....	.....	Graded	30.00
726	State Convict Forces	19	Dixie	12.57	4.00	.80	.....	.....	Graded	8.00
728	State Convict Forces	10	Leon	11.65	10.02	6.06	.....	.....	Graded	52.00
740	State Convict Forces	10	Gulf	9.63	9.63	9.15	.....	.....	Graded	61.00
742	Little & Lee.....	13	Alachua	7.65	7.65	5.36	.....	.....	Graded	87.00
743	State Convict Forces	10	Bay	18.25	15.51	14.60	.....	.....	Graded	60.00
744	State Convict Forces	19	Madison	5.78	2.30	1.75	.....	.....	Graded	28.00
745	Convicts and Taylor County	19	Taylor	15.95	7.34	4.78	.....	.....	Graded	28.10
747	Finlayson & Morris.....	35	Jefferson	6.50	6.50	6.50	.....	.....	Graded	100.00
748	State Convict Forces	35	Madison	6.22	6.00	2.00	.....	.....	Graded	50.00
749	State Convict Forces	14	Gilchrist	6.75	1.00	0.00	.....	.....	Graded	3.00
763	A. E. Campbell	50	Suwannee	12.23	9.01	5.55	.....	.....	Graded	51.40
764	F. W. Simpson	50	Suwannee	12.00	10.56	8.64	.....	.....	Graded	71.76
765	F. W. Simpson	50	Suwannee	7.00	6.96	4.54	.....	.....	Graded	69.84
770	State Convict Forces	22	Broward	3.50	3.50	3.50	.....	.....	Graded	100.00
786	State Convict Forces	52	Jackson	6.76	6.49	6.49	.....	.....	Graded	87.00
Total complete December 31, 1927.....				2399.96	2297.19	1134.84	1799.62			
Complete Month of December.....				63.75	60.97	14.73	36.58			
Total complete November 30, 1927.....				2336.21	2236.22	1120.11	1763.04			

TOTAL MILEAGE COMPLETE

	Concrete	Brick	B. C.	S. A.	B. M.	Asph. Block	S.T.R.B.	S.T.S.C.	S. C.	Marl	Total
Complete to November 30, 1927.....	243.97	17.13	36.11	92.02	101.75	23.20	855.86	151.82	257.04	27.58	1806.48
Complete Month of December.....	.....	.....	.17	1.49	1.71	.....	16.07	14.84	.....	.....	34.28
Complete to December 31, 1927.....	243.97	17.13	36.28	93.51	103.46	23.20	871.93	166.66	257.04	27.58	1840.76

A new type of construction is added to the table; sand clay surface treated. This type of work was begun in 1927. This causes increase in miles surfaced (59.62 miles), decrease type sand clay surface by 145.17 miles and increases total mileage by 9.73 miles.

Prior to this report Projects 669-C, 669-D, 669-E and 669-V have been carried as graded projects. Since the grade thrown up is Florida Lime Rock, these projects in the future will be carried as S. T. R. B. and mileage table will be corrected to show same.

Reinforcing Bars for Concrete

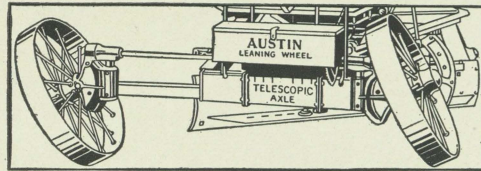
Made in the United States
from new billet steel.

Intelligent, dependable service
by expert bridgemen.

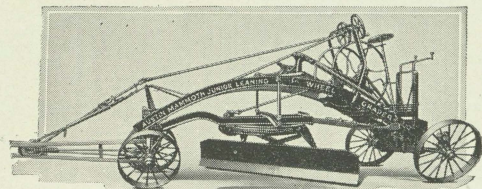
Dudley Bar Company

BIRMINGHAM, ALA.

Telescopic Rear Axle

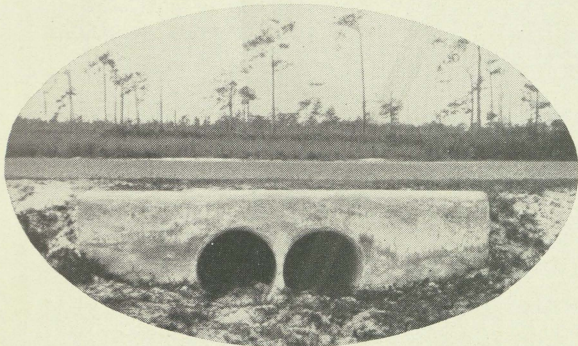


The success of the Austin Leaning Wheel Road Grader is due in a great degree to its telescopic rear axle. The telescopic rear axle has been used on graders for thirty years—but only recently in combination with leaning wheels. These combined features permit the operator to give the position of the blade first consideration in every case. The Austin Leaning Wheel Grader will do more *kinds* of work and more work of *every* kind. "The Long and Short of It" is an interesting booklet that portrays the advantages of Austin features. A line from you will bring a copy.



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*Twin 30" Armco Culverts
under a paved highway in
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Let us tell you where you can see some permanent culvert installations near you. Convince yourself that Armco Culverts are what you need!

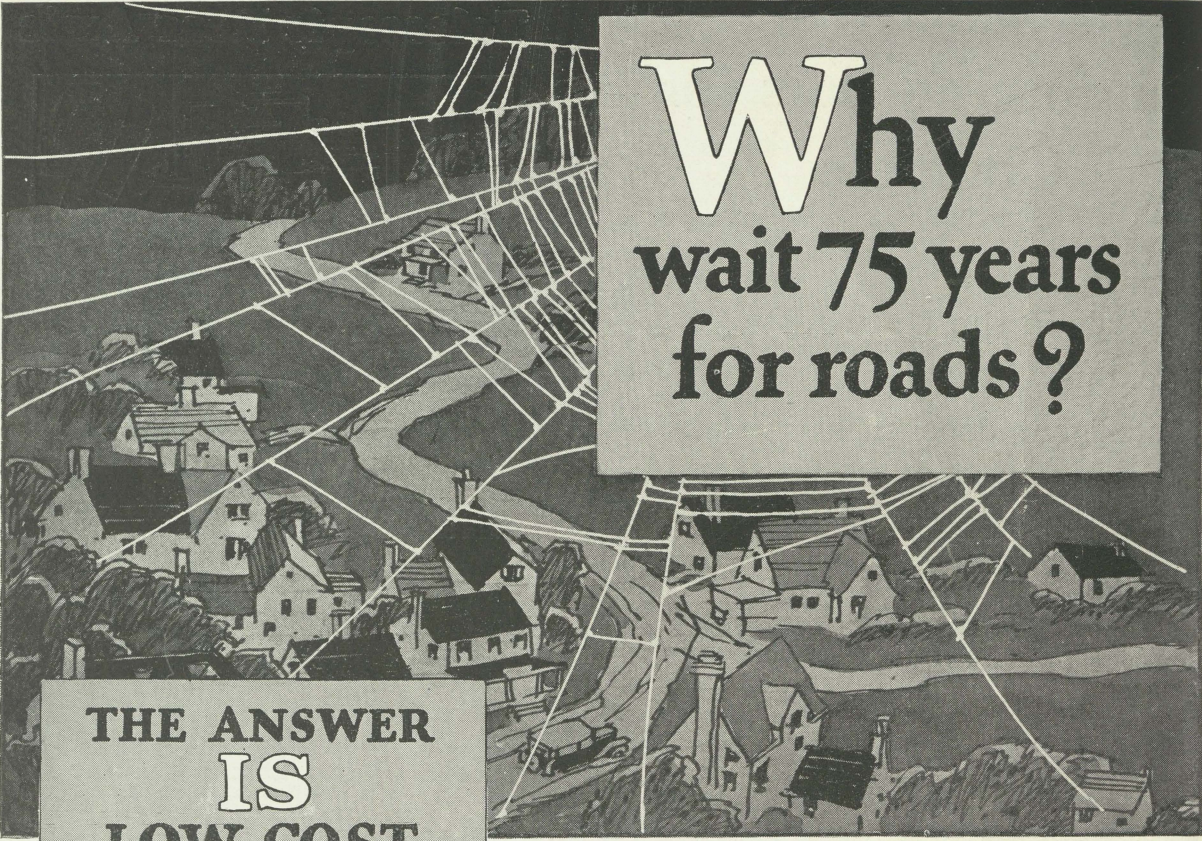
Charlotte County is a Splendid Example!

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**Why
wait 75 years
for roads?**

**THE ANSWER
IS
LOW COST
CONSTRUCTION
WITH Tarmac**

Mr. A. T. Goldbeck, formerly Chief, Bureau of Tests, United States Bureau of Public Roads, and now Director, Bureau of Engineering, National Crushed Stone Association, wrote recently: "If the annual expenditures for highways . . . were spent for construction of only the types of pavement costing approximately \$30,000 a mile, some communities would have to wait 75 years or more before receiving any benefits . . . Several States have seen the wisdom of low-cost improvements, and the taxpayers have been delighted."

Stage construction, or "build-as-the-traffic-justifies," is a policy now widely adopted by highway officials who realize that the public wants a large mileage of smooth roads available the year-round, rather than short sections of high-cost pavements.

To build *now* as great a mileage of good roads as is possible with funds available is unquestionably in keeping with the increased production of automobiles and the increased use of highways. The answer is in low-cost initial construction, to be

followed later with higher-cost surfaces as traffic justifies the higher cost.

Tarmac can be used with locally-available materials to build low-cost year-round highways that will later serve as foundations for higher-cost tops.

Tarmac is a scientifically prepared coal tar which makes skid-proof, dustless surfaces that require little maintenance.

NOTE: Tarmac is also widely used for higher-type roads, as well as for low-cost construction.

AMERICAN TAR PRODUCTS COMPANY

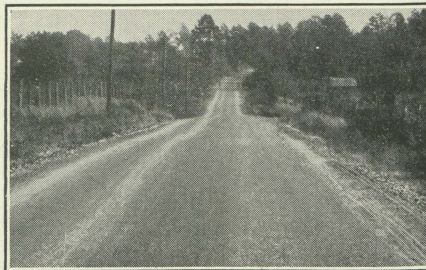
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